

GP-100-HF

NOV 1943

RETURN TO  
HQ USAFHRC  
MAXWELL AFB AL 36112-6678

SCANNED BY ACD

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00081576



2 NOVEMBER 1943

AIR MEDAL AWARDS

P. R. C.

For meritorious achievement in destroying enemy aircraft, while serving as crewmen on bombardment missions over enemy occupied Continental Europe. The co rage, coolness and skill displayed by the following named Officers and Men upon these occasions reflect great credit upon themselves and the Armed Forces of the United States.

T/Sgt Richard O. Dettweiler	2nd OLC
T/Sgt John K. Beard	1st OLC
S/Sgt Claire J. Phelan	AM
2nd Lt Ruben C. Kelsey	1st OLC
T/Sgt Michael V. Boccuzzi	AM
S/Sgt Frederick D. Brown	1st OLC
T/Sgt William J. DeBlasio	AM
S/Sgt Lyle E. Nord	3rd OLC
S/Sgt Arthur R. Tirrell	AM & 1st OLC

DEPARTMENT OF THE ARMY  
WASHINGTON, D. C.

00081576



3 NOVEMBER 1943

#### OPERATIONS

##### WILHELMSHAVEN

This date the 100th Group participated in a bombing mission against the marine docks and U-boat pens at Wilhelmshaven. Since the severe damage to Hamburg this city has become important port for the flow of vital war materials. Secondary target was any German City. Group led by a pathfinder aircraft with Major Robert Flesher the command pilot. Twenty-one aircraft took off at 0950 hours.

This group was the lead group of the low combat wing of the second division. Position was maintained throughout the mission. Flak encountered at 1252 hours, probably Ameland, 1325 hours over target area, and 1334 hours, probably from a flak boat. Flak over target area was moderate and appeared to be a mixture of barrage and predicted concentration. Other flak was light. No enemy aircraft observed close enough for identification. Fighter support was perfect. Group bombed on the pathfinder at 1328 hours. Due to cloud formations visual results were unobserved.

All aircraft returned safely. No personnel were killed or wounded. Nineteen aircraft bombed target. Two failed because of illness of tail gunner and bomb release failure resulting in bomb load being jettisoned past target. Pilots complained of: idle chatter on VHF on return trip, breakfast, and shortage of passes. Suggested: availability of Red Polaroid goggles for flying into sun, composite group of leaving seventh ship out of lead squadron, and lower flight level.

#### TRAINING

Augmenting the Monday Gas Alert exercise and routine gas defense lectures, the Base Chemical Officer, Lt. Hollingsworth, originated a display to familiarize personnel of this station with the proper use of all anti-gas equipment. Embracing both chemical offense and defense, the display shows all types of chemical munitions, decontaminating equipment, protective clothing, protective equipment, gas detecting equipment, and graphically illustrates the effects of the various chemicals on the flesh. The first in this theater, it is believed to have provided through visual means a far superior method of training.







No 5



5 NOVEMBER 1943

OPERATIONS

GELSENKIRCHEN

This Group bombed the synthetic gasoline and oil manufacturing plant at Gelsenkirchen. Secondary target was any city in Germany which would disrupt the fighter support. Regular group formation of twenty-one aircraft was led by Major Ollin Turner. Four aircraft were contributed to a composite group formation. Took off at 0930 hours.

We were low group in the second Combat Wing in the Division. This position was held throughout the mission. Approximately 20 FW 190's, 20 ME 109's and 5 twin-engined enemy aircraft were seen in the target area. Only one Me 109 came in from three oclock low and fired on a ship of our formation from about 1000 yds. Several FW 190's which came in close enough to be identified had yellow noses. Rest of the enemy craft were engaged in dogfights with our fighter escort. Enemy aircraft could be seen attacking friendly bombers several thousand yards ahead of our formation and as many as 15 fighters were seen attacking one straggling B-17. Approaching target no flak could be seen within five miles. Over the target intense flak was encountered, the heaviest appearing to concentrate at about 25,000 feet. The target area was heavily smoke-screened. Bomb hits could not be observed.

Regular group landed at 1450-1528 hours. One of our aircraft is missing. This aircraft took off as a spare and it is not known whether it filled in the formation or when it left the formation. Another plane was hit in number one engine after bombs were away. All crew members except the pilot and co-pilot bailed out over target area. Three other aircraft failed to bomb. The first turned back when Numbers one and three engines failed and bomb load was jettisoned in the North S.e. Second turned back due to failure of Pilots oxygen system, and brought bomb load back to the base. The third had a number three engine failure and jettisoned bombs.

The composite group observed smoke in target area which obscured their hit vision, but all bombs are believed to have hit the target. No aircraft were lost. Of the four dispatched, two turned back before bombing due to defective oxygen and operational failure of intervolmeter.

- Pilots criticised lead ship for speeding up after the bomb run to such an extent that many of the planes could not keep up with the formation. They also want electrical heating equipment for officers as well as gunners, some method of defrosting nose and tail windows, more walk-around oxygen bottles, and more cups for the messhall.

Following are the names of the officers and men who are missing.

2nd Lt Thomas R. Martin Pilot  
2nd Lt James A. Kennemer CO-Pilot



5 NOVEMBER    OPERATIONS Con't

2nd Lt James W. McCurley	Navigator
2nd Lt Joseph P. Murphy	Bombardier
S/Sgt Donald H. Allwine	Rad. Op
Sgt Lloyd B. Arnett	Eng.
Sgt Cosmas J. Braun Jr	Ass't Rad Op
S/Sgt David M. Davis Jr	Gunner
Sgt Merritt. K. Gillespie	"
Sgt Laverne E. Clarke	"

2nd Lt James J. Lux	Bomb.
1st Lt Omar Gonzales	Nav.
T/Sgt Conner D. Brewster	Rad Op
T/Sgt Harold L. Pope	Eng.
S/Sgt Francis G. Dolsen	Ass't Rad Op
S/Sgt George P. Gineikis	Gunner
S/Sgt Leon E. MacDonald	"
S/Sgt James Marasco	"

LT's Gossage + Flesch, co-pilot + pilot, respectively, who brought their A/c back from Gelsenkirchen after eight members had bailed out.







5 NOVEMBER 1943

DISTINGUISHED FLYING CROSS

D.F.C. to CHARLES A. VIA, JR. For extraordinary achievement while serving as Co-Pilot of a B-17 airplane on fifteen bombardment missions over enemy occupied Continental Europe. Displaying great courage and skill Lieutenant Via has destroyed two enemy airplanes and has materially aided in the success of each of the fifteen missions. His actions are an inspiring example for his fellow flyers. The courage, coolness and skill displayed by Lieutenant Via on all these occasions reflect the highest credit upon himself and the Armed Forces of the United States. Home Address: 84 Ridgeway Street, Clifton Forge, Virginia.

D.F.C. to WADE G. DOWELL. For extraordinary achievement while serving as Top Turret Gunner on fifteen bombardment missions over enemy occupied Continental Europe. Displaying great courage and skill Sergeant Dowell, fighting from his gun position has destroyed two enemy airplanes, warded off many enemy attacks and has materially aided in the success of each of the fifteen missions. The courage, coolness and skill displayed by Sergeant Dowell on all these occasions reflect the highest credit upon himself and the Armed Forces of the United States. Home address: 101 Elsie Avenue, San Antonio, Texas.

D.F.C. to MONROE B. THORNTON. For Extraordinary achievement while serving as Top Turret Gunner on fifteen bombardment missions over enemy occupied Continental Europe. Displaying great courage and skill, Sergeant Thornton, fighting from his gun position has destroyed two enemy airplanes, warded off many enemy attacks and has materially aided in the success of each of the fifteen missions. The courage, coolness and skill displayed by Sergeant Thornton on all these occasions reflect the highest credit upon himself and the Armed Forces of the United States. Home address: 3100 University Drive, Fort Worth, Texas.



6 November

AWARD AIR MEDAL

For exceptionally meritorious achievement, while participating in five separate bomber combat missions over enemy occupied Continental Europe. The courage, coolness and skill displayed by 1st Lt. Francis G. Lauro upon these occasions reflect great credit upon himself and the Armed Forces of the United States.

TRAINING

An excellent motion picture on the purpose, use and operation of the new G equipment was shown at combat crew ground school. All navigators were present.

The target was slightly heavier but inaccurate and it is believed to have come from airborne defenses. On the return area, around Brussels, Grootmolenberg, and Schuven Island throw up light smoke. Smoke screens were observed generally throughout the Rhur Valley. The group backed on the pathfinder and it is believed that the bomb pattern was off of the target in a wooded area. Several aircraft report that bombs fell in the residential section of Bonn.

The regular group landed at 1526 hours, all aircraft returning safely. All aircraft also left their bomb load in or around the target area. The four ships flying with the 88th Bomb Gp reported bombs dropped in area well from near the reading 5100N - 0610E and believed hits to be accurate.

The lead pilot reported on return that although the target was clear the group backed on the pathfinder and apparently missed the target. He suggests that in the event of good vision the pathfinder should synchronize with sight. Other criticisms from crew members were that they be given tracer ammunition, two oxygen masks for each crew member in event one freezes, and proper goggles.

2 NOVEMBER 1945

TRAINING

Group Assembly Officer, Captain Cohen, demonstrated to several crew personnel the use type of 80 cal. machine gun bullets which are far superior to the J14 incendiary type.



7 NOVEMBER 1943

OPERATIONS

DUREN

100th Bomb Group on this date hit Duren in the Rhur Valley. Ten miles inside the German boarder, with a population of 50,000, this is an important railroad junction, and a manufacturing center for alloys and castings used in aircraft construction. Major Albert Elton led the formation of 19 aircraft while four crews were dispatched to fly with the 95th Bomb Gp. Aircraft took off at 0735 hours.

This group was the second group in the wing formation that was jave-  
lened down. Our combat wing was operating alone, and our position  
within the wing was held throughout the mission. Only one enemy  
aircraft was seen on the entire operation and it immediately ducked  
back within the overcast. Meager flak was encountered over the  
Dunkerque defenses and at unidentified places along the route. Over  
the target fire was slightly heavier but inaccurate and is believed to  
have come from airdrome defenses. On the return areas around Brussels,  
Geertruidenberg, and Schouwen Island throw up light flak. Smoke  
Screens were observed generally throughout the Rhur Valley. The  
Group bombed on the pathfinder and it is believed that the bomb  
pattern was SW of the target in a wooded area. Several aircraft  
report that bombs fell in the residential section of Duren.

The regular group landed at 1326 hours, all aircraft returning safely.  
All aircraft also left their bomb load in or around the target area.  
The four ships flying with the 95th Bomb Gp reported bombs dropped on  
some small town near the reading 5100N - 0610E and believed hits to  
be accurate.

The lead pilot reported on return that although the target was clear  
the group bombed on the pathfinder and apparently missed the target.  
He suggests that in the event of good vision the pathfinder should  
synchronize with sight. Other criticisms from crew members were that  
they be given tracer ammunition, two oxygen masks for waist gunners  
in event one freezes, and proper goggles.

8 NOVEMBER 1943

TRAINING

Group Gunnery Officer, Captain Cohen, Demonstrated to combat crew  
personnel the new type of 50 cal. machine gun bullets which are  
far superior to the old incendiary type.



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10 NOVEMBER 1943.

10 NOVEMBER 1943

#### OPERATIONS

Crews were briefed this morning on a mission to Paris. Weather overcast and mission was scrubbed. TO Bremen where oxygen trouble in the lead group, a B-24, forced it to turn back. Primary target was the shipbuilding section of the Ruhr Valley port. Take-off was at 0734 hours.

#### TRAINING

Representative of the 3rd Bomb Division lectured to the combat crews in ground school on the correct use and proper procedure of the VHF equipment. Demonstrations showed the misuse by our combat men.

#### STATION LIFE

Special Services turned up with a show entitled "G.I. Gang" for the amusement of the hard worked and shivering G.I. gang here. In hangar #1, with a B-17 for a back-drop, a handful of American doughboys put on a slapstick but very amusing show, even to those who were anticipating a torch song and gander of female thigh. Easily the highlight was the MC's new version of the old "woman taking a bath" routine. Then there was the card magician who, much later at the officers' club, proved that Col. Harding could produce at will any card any one cared to ask for.

11 NOVEMBER 1943

#### OPERATIONS

Mission to Munster briefed. Abortive.

#### TRAINING

Combat ground school scheduled a class and important examination on distress proceedings. All combat officers and radio operators were required to take it. Purpose was more than anything else to see how well the personnel could handle the equipment. Results were very satisfactory.

12 NOVEMBER 1943

#### STATION LIFE

The 98th Service Group, 83rd Hq Squadron, and the 1141st Chemical Co. gave a dance in the special services building. Guests were invited from the neighboring towns. Featured was the Station orchestra of 13 pieces which in a few short weeks has become a fine combination.



13 NOVEMBER 1943.

OPERATIONS

BREMEN

Colonel Niel B. Harding, 100th Bomb Gp commanding Officer, led a nineteen ship formation almost to Bremen where oxygen trouble in the lead ship, a pathfinder, forced it to turn back. Primary target was the shipbuilding section of the Ruhr Valley port. Take-off was at 0734 hours.

This group was flying as lead group in the 13th Combat Wing, which was the third wing in the Air Division formation. This position was maintained until the pathfinder failure necessitated a shift in leaders near the point of turnback. At this time the pathfinder had to turn back and reduce altitude dividing our aircraft into two groups. Some followed the leader, some the deputy leader. There was no bomb run. At one time some of the aircraft opened their bombays in preparation to salvo but were disrupted by a group of B-24's that flew under our formation. Thereafter crews kept bombays closed expecting to be led on another bomb run. Bombs were finally jettisoned in the North Sea.

Our Group encountered very little fighter opposition although a great many were seen. Several enemy aircraft tried to sneak up through the undercast and come in between 4 and 7 o'clock, but on being fired upon the dived back in the clouds. After the turnback a group of B-24's followed the group for a while and formations of approximately 15 ME 109's and 30 FW 190's severely attacked them.

All aircraft from this group returned safely. Pilots believe that pathfinder aircraft should be permanently assigned to each group and carefully checked before each mission. In any event they would rather drop their bombs over Germany than in the North Sea.

1st Lt. William T. Lindgren Jr.

2nd Lt. Samuel A. Brumfield

2nd Lt. Henry Barnett

1st Lt. Paul Schneider

Capt. Walter A. Brown

C/Sgt William A. Matthews

T/Sgt Nelson A. King

Pvt. Leonard B. Malachuk

C/Sgt Harvey Schrier

T/Sgt Dewey Thompson

C/Sgt Arthur R. Hivell

T/Sgt Donald J. Will

3rd OLC

3rd OLC

AL

"

"

1st OLC

AL

2nd OLC

AL



13 NOVEMBER 1943

AIR MEDAL AWARDS &  
OAK LEAF CLUSTERS

For exceptionally meritorious achievement, while participating in five separate bomber combat missions over enemy occupied Continental Europe. The courage, coolness and skill displayed by these Officers and Men upon these occasions reflect great credit upon themselves and the Armed Forces of the United States.

2nd Lt Paul T. Davis	AM
1st Lt Robert H. Lohof	"
2nd Lt Robert L. Phillips Jr	"
1st Lt William E. Vaden	"
Sgt George W. Briggs	"
T/Sgt Guy L. Brown	"
Sgt James M. Butler	"
Sgt Richard L. David	"
T/Sgt Richard O. Dittweiler	3rd OLC
S/Sgt Sidney A. Goldenberg	AM
S/Sgt Vern R. Lines	"
S/Sgt Richard D. Pearson	"
S/Sgt Richard A. Tangradi	1st OLC
Capt. Robert K. Peel	AM
T/Sgt John K. Beard	2nd OLC
T/Sgt Charles N. Mabey	1st OLC
1st Lt Owen D. Roane	3rd OLC
2nd Lt Robert K. Edgley	AM
1st Lt Howard E. Keel	"
2nd Lt Alexander G. Park	"
Sgt George L. Ferron	"
Sgt Andrew J. Guglieri	"
S/Sgt Thomas P. Hastings	"
Sgt Howard T. Larimore Jr	"
2nd Lt Emanuel E. Greasamer	"
2nd Lt Emery Horvath	"
1st Lt Paul Ledbetter	3rd OLC
Capt. Walter U. Moreno	3rd OLC
S/Sgt William R. Heathman	AM
T/Sgt Nelson R. King	"
Pvt Leonard D. Malcuitt	"
S/Sgt Murray Schrier	1st OLC
T/Sgt Dewey Thompson	AM
S/Sgt Arthur R. Tirrell	2nd OLC
S/Sgt Gerald J. Will	AM



14 NOVEMBER 1943

### TRAINING

At 1030 hours two hundred members of the West Norfolk Sub-District Command Home Forces simulated an attack on this station by enemy paratroops and airborne units. Since the arrival of this group at this field a defense team had been in training, designed with enough strength and mobility to either overcome any lesser enemy threat or to render installations useless to a powerful attacking force. The enemy approached from the east and west ends of the perimeter. Split into small bodies and making the most of natural cover they attempted an enveloping movement. The nature of the defending units was such that men and weapons were moved fast enough to meet all threats. Since no casualties were simulated, a critique of umpires was held and it was decided that the station was successfully defended and that the attacking force had penetrated to neither the aircraft nor the installations. This exercise provided immeasurable experience for our station defense team.

### STATION LIFE

From this station, Lt. Col. Robert Flesher, Air Executive, went to the reception of the Royal family along with representatives from other units of the American Armed Forces stationed in this theater. Col. Flesher was presented to the King, the Queen, and the Princesses and at reception had ample opportunity to chat with every one. On return, the Col was most unselfish about letting one and all shake the hand that shook the hand.

### TRAINING

Extensive course was begun for Tail Gunners in the use of the blinker code with the Aldis lamp. A valuable method of communication between aircraft when radio silence is being maintained it can be used both for intra and inter group signaling. In connection with recent criticism at pilots' critiques after missions, the blinker system should alleviate the crowding of the TFR.



16 NOVEMBER 1943

## OPERATIONS

### RJUKEN

Twenty-one aircraft took off at 0625 hours to bomb this important target in enemy occupied Norway. Rjukan has one of the largest hydro-electric power station and electrolytic hydrogen plant in that country and it produces much of the heavy water used in the manufacture of important Nazi explosives.

Lt Owen D. Roane led this group which was high in the Wing formation. The Combat Wing was third in the Division formation. Only two enemy fighters, both ME109's were encountered and both of these made passes at the lead elements without firing. Approaching the coast what appeared to be 20 mm fire came from ships a few miles offshore and inaccurate flak was present in the vicinity of Hellvig and Heigrestad. At the target there was very meager flak. At the target this group bombed first as the other groups in the Wing made a second bomb run. Five to ten direct hits were reported seen on the main building, causing explosions which rocked the bombing aircraft. Other hits reported were on a building north of the main plant and on pipes running into the main building.

All aircraft returned safely. One aircraft turned back at 0853 hours because of sickness to the bombardier. All others bombed the target area. Pilots again criticised what they considered injudicious use of the VHF as it gives away altitude, heading, and time. Gunners again requested tracers and there was a general demand for some method of defrosting the windows.

## TRAINING

Extensive course was begun for Tail Gunners in the use of the blinker code with the Aldis lamp. A valuable method of communication between aircraft when radio silence is being maintained it can be used both for intra and inter group signaling. In connection with recent criticisms at pilots critiques after missions, the blinker system should alleviate the crowding of the VHF.

alleviate



19 NOVEMBER 1943

OPERATIONS 1943

GELSENKIRCHEN

Our Group dispatched a twenty-one ship formation to hit the synthetic gasoline and distribution centers in this important Rhur Valley city. Major Turner, leading the group, was forced to turn back at the assembly point, and Lt Hennington, leading the high squadron, took the lead behind the 95th Bomb Gp.

We were the second group in the Combat Wing and the Wing led the Division. No enemy aircraft opposition was encountered. Accurate flak was present at 26,000 feet from IJmuiden, moderate bursts over Amsterdam, Zwolle, Arnhem, and Rotterdam. The bombs were salvoed on the lead group pathfinder but due to the overcast hits could not be observed. One crew reported that through a cloud break a cluster of approximately ten houses and a field received hits.

All aircraft returned safely. Six failed to bomb, five of the ships due to engine failure and the other to oxygen system malfunction. Pilots critique revealed that the lead aircraft is not sticking to the speed specified by the field order. Other criticisms concerned the need of radio silence, heated suits for officers, and a more satisfactory defrosting system.

20 NOVEMBER 1943

TRAINING

In order to bring about better understanding between the bomber crews and their fighter support, a meeting of combat crew personnel was held in which Col Duncan of fighter command gave a short talk on fighter tactics and showed some excellent motion picture shots taken by P-47's with camera mounted on actual raids in support of fortresses. The movie lasted some two hours and revealed the cold truth of what the fighter pilots were accomplishing. The fighter point of view is very important and Maj. Duncan explained to our crews tactics which were hitherto not understood and at times misunderstood.



A4  
22 NOVEMBER 1943

#### TRAINING

With the new Automatic Flight Control Equipment Trainer a extra phase of ground training went into effect at this station. A bombsight maintainance officer and an engineering officer put their heads together and came up with the idea of hooking up the AFCE equipment to the Link Trainer so that AFCE use can be experienced when the weather is too bad for even a practice mission. This apparatus is now scheduled for all pilots, co-pilots and bombardiers.

23 November 1943

#### Training

In view of the early morning take-offs and occasional late evening landings, the Medical Department is again scheduling lectures in Night Vision.

#### ADMINISTRATION

Major John M. Bennett was this date relieved from duty with Group operations and assigned as squadron commander of the 349 Bomb Sq. Major Bennett relieves Lt. Col. William W. Veal, who has taken up duties as Ass't Chief of Staff of the 13th Combat Wing. Major Bennett brings to this squadron a wealth of experience having flown all types of aircraft including A20's and B25's.

24 NOVEMBER 1943

#### Administration

Assigned to this Group is Captain Aloysius M. Phillips from 3rd Bomb Division. A Catholic Chaplain, Captain Phillips, fills the vacancy that had hitherto been partially filled by Capt. Nolan who came here when possible from the his outfit the 95th Bomb Gp.

There is now a Catholic service every afternoon except Sunday when there are two Masses in the morning. On mission mornings Chaplain Phillips and Chaplain Teska, the station Protestant clergyman, can be found in the gunners locker room where they hold brief services for those who wish to join them.



24 NOVEMBER 1943

DISTINGUISHED FLYING CROSS

D.F.C. to SAM L. BARR. For extraordinary achievement, while leading a Squadron of B-17 airplanes on a bombing mission over Germany, 17 August 1943. Enroute to the target, one engine of his aircraft was disabled, the instrument panel practically destroyed and other serious damage sustained. In spite of this, Captain Barr continued to lead his unit and though subjected to persistent fierce attacks by enemy fighters, successfully bombed the target. The excellent results obtained by his squadron can be attributed to the courage, skill and tenacity of purpose displayed by Captain Barr. His actions on this occasion reflect highest credit upon himself and the Armed Forces of the United States. Entered military service from Mississippi.

AIR MEDALS & OAK

LEAF CLUSTERS

For exceptionally meritorious achievement, while participating in five separate bomber combat missions over enemy occupied Continental Europe. The courage, coolness and skill displayed by these Officers and Men upon these occasions reflect great credit upon themselves and the Armed Forces of the United States.

1st Lt Charles A. Brooks	3rd OLC
2nd Lt Paul T. Davis	1st OLC
1st Lt Theodore J. Don	AM
1st Lt George W. Ford	"
1st Lt Henry M. Hennington	2nd OLC
1st Lt Howard J. Kelly	1st OLC
1st Lt Donald H. Moede	AM
1st Lt Daniel L. Schmucker	3rd OLC
1st Lt Homer A. Tripp	2nd OLC
S/Sgt Bruce E. Alhouse	AM
M/Sgt Arthur W. Gibbons	"
T/Sgt Michael W. Gillen	"
T/Sgt William S. Humphrey	"
S/Sgt Harold J. Janderup	2nd OLC
T/Sgt Joh J. Kovacs	AM
S/Sgt Josep L Raff	1st OLC
S/Sgt Donald B. Sackrider	AM
2nd Lt George A. Browning	"
1st Lt William H. Fletcher	"
Capt. Joseph H. Payne	"
2nd Lt Richard M. Roper	"
2nd Lt. Howard D. Venzie	"
S/Sgt Pietro J. Giaquints	"
S/Sgt Woodrow W. McCurry	"
T/Sgt George A. Reid	"
S/Sgt David V. Robb Jr	"
S/Sgt John J. Seman	"
S/Sgt Alexander Sosik	"



24 NOVEMBER (Air Medals & Oak Leaf Clusters con't)

T/Sgt James H. Whitton

AM

### TRAINING

At combat ground school Walt Disney came to the aid of Pilots, co-pilots and bombardiers with his movie on the operation of the Automatic Flight Control Equipment. Authoritative, the animated mechanics are cleverly amusing as well as instructive. One officer commented that it made it look as easy as operating AFCE.

On this station the ground school schedule still includes S-2 lectures on Prisoner of War information, Target and Identification, Aircraft Recognition, and gunnery.

25 NOVEMBER 1943

### STATION LIFE

The Red Cross Aero Club helped this station to celebrate Thanksgiving in gala fashion by presenting a carefully produced and well refreshed show for the amusement of all, even those producing. A quartet of officers lead by Captain Bowman of the Public Relations department and accompanied by Lt Hollingsworth did several numbers with as much energy as skill. Lt Hollingsworth reverted back to his concert style and played both some classical and semi-classical numbers. He would be playing yet had not the innovation been interrupted by a high kicking chorus of GI's sporting long Johns and mop ends on their heads.



26 NOVEMBER 1943

OPERATIONS

PARIS - BREMEN

The 100th Group sent a regular twenty-one ship formation under Major Elton to Paris, and provided nine aircraft for the composite group raid on Bremen. In Paris the ballbearing works which produces ninety percent of Frances output was to be the target. In Bremen the shipping area where twenty-four subs and five destroyers were reported building was the target. The groups took off at 0754 and 0814 hours respectively.

In the Paris mission our Group flew as low group of the 2nd Combat Wing in the 3rd Air Task Force. Some fifty to sixty enemy aircraft were encountered. Equally distributed between FW 109's and ME 109's the fighters impressed with their variety of color schemes ranging from the familiar yellow noses to solid blue, grey blue, solid silver, silver and grey, and a few marked like our own P-47's. For the most part there were no attacks on our aircraft but the attackers were ever evident just above the overcast some 5,000 feet below the formation. At 1045 hours two FW 190's hit our low squadron from six o'clock low. They were flying in trail and the first one slow-rolled and dived away at about 100 yards. The second came in and dived under the formation. This attack knocked out one of our ships. In attacking another group the FW's seemed to queue up to the right of the formation and make a single pass one after another from about two o'clock. All crew members were impressed by the daring of the enemy pilots. From the coast in the flak was moderate, reaching intensity over the Paris area. Due to the intensity of the overcast which was 10/10 over the target there was no bomb run.

From this raid one of our aircraft did not return. All failed to bomb. Some pilots criticised returning with the bomb load. All felt that the fighter escort was good but thought that they stayed too far out from the formations.

Those attacking Bremen saw six single engined enemy aircraft but none close enough to identify. Flak was meager to moderate northwest of Bremen. Over the target itself the flak was rendered inaccurate due to smoke screen laid over the city. Seven aircraft bombed the target, one ship bombed target of opportunity in Wilhelmshaven Bay, having left the formation because of engine trouble, and one ship returned with bombload being unable to catch the formation. No aircraft from this group are missing.

Following is the list of officers and men missing over Paris.

2nd Lt George W. Ford  
2nd Lt Jean B. Pitner  
2nd Lt Arno E. Plischke  
2nd Lt Arthur G. Bodei  
T/Sgt Max S. Newman

T/Sgt Andrew F. Hathaway  
S/Sgt George E. Jones  
S/Sgt Leo J. Bianchi  
S/Sgt Carl C. Glasmeier  
S/Sgt Denton L. King



26 NOVEMBER 1943

#### OPERATIONS

At 1633 a B-17 aircraft of this group attempted take-off on a routine non-operational flight for the purpose of slow-timing engines. At the end of the first three hundred yards of take-off the tail wheel shear pin broke and the tail of the aircraft vibrated badly. 2nd Lt Frank E. Valish, pilot, decided to try and take-off and clear the buildings and trees off the end of the runway. The aircraft swerved to the right into a barn and some trees and was demolished. All crew members escaped without injury.


The Aircraft Accident Board on investigating the crash decided that mechanical failure was the direct cause of the accident, but that Lt Valish erred in technique and allowed the plane to get out of his control.

#### STATION LIFE

Continuing a policy initiated before the Group left the States, the S-2 section presented its weekly news summary of war progress on all the battlefronts of the world. The coverage is divided among the various officers so that each is able to specialize in a single phase of the war. Given in the Red Cross Aero Club between 1900 and 2000 hours attendance is open to both officers and enlisted men. After presentation discussion is welcomed. Fortified with maps and diagrams the S-2 department thus offers all an opportunity to keep up with vitally interesting events that we are apt to otherwise forget.

Sgt Thorington, 349 Bomb Sq, has completed his mural on the Aero Club wall. The work is very simple and very lovely and very honest. Perhaps the most truly delightful part of it is Thorington's own inscription, stating his theme, that to us this is a new land with different customs, a slightly different tongue, but a common cause. Looking at that mural and that theme one cannot but promise that the belief will not disappear in post war years like the wall of the Nisson hut that bears it.

Special Services has opened a temporary gymnasium on the base. Equipment includes wrestling mats, parallel bars, spring board, boxing bags, hand stand bars, high jump standards, and billiard table. For the equipment we are indebted to the RAF. Already plans are being made for a winter athletic program and a station boxing team.









27 NOVEMBER

AIR MEDALS & OAK  
LEAF CLUSTERS

For exceptionally meritorious achievement, while participating in five separate bomber combat missions over enemy occupied Continental Europe. The courage, coolness and skill displayed by these Officers and Men upon these occasions reflect great credit upon themselves and the Armed Forces of the United States.

2nd Lt Donald F. Bertholf	1st OLC
2nd Lt Ernest Cribbs	AM
2nd Lt Douglas E. Dunsdon	1st OLC
1st Lt John J. Flanigan	"
2nd Lt Walter Green	AM
2nd Lt Edward J. Higham	"
2nd Lt George E. Kinsella	"
2nd Lt Winfrey T. Lewis	"
2nd Lt Curtis V. Martin	"
2nd Lt Clifford J. Milburn	"
1st Lt David L. Miner	1st OLC
2nd Lt Thomas J. Reilly	AM
1st Lt Robert Rosenthal	"
2nd Lt Gerald C. Scott	"
T/Sgt Michael V. Boccuzzi	1st OLC
S/Sgt Frederick D. Brown	2nd OLC
T/Sgt William J. DeBlasio	1st OLC
S/Sgt Edward H. Good Jr	AM
S/Sgt Tommy L. Gribble	"
T/Sgt Clarence C. Hall	"
S/Sgt William H. Ickes	"
S/Sgt Albert K. Howell	3rd OLC
S/Sgt Afton G. Hohnson	"
S/Sgt Charles H. Lottes	AM
S/Sgt Guerino Melchoirre	1st OLC
S/Sgt Ray H. Robinson	AM
T/Sgt Murray Rubinfeld	"
T/Sgt Adam E. Rutkowski	1st OLC
S/Sgt Marion J. Sheldon	AM
S/Sgt Jack J. Strong	1st OLC
T/Sgt William R. Wilson	AM

TRAINING

Due to the arrival of 16 new combat crews with 23 more to follow there has been a drastic change in the ground school schedule. These crews are direct from the States and the officers vary from eighteen days to two months out of flying school. Ground school is now reverted back to basic courses necessitating the dropping of the older crews from the schedule. Fortunately, the latter are all operational and have had a good deal of experience.

Appended: List of new crews.



Special Orders )  
Number 162 )

E X T R A C T

APC 14, U. S. Army,  
28 November 1943.

2. The foll named O and EM having been asgd this sta are further asgd to orgns indicated and will report to the CO thereof for duty. (Par 2, SO 22, Hq 8AFRD, dd 25 Nov '43).

Crew No. 9 - 349th Bomb Sq

2ND LT JOHN W. BROWN	0743172
2ND LT ALBERT F. FITZPATRICK	0751115
2ND LT THEODORE H. KLEINMAN	0795261
2ND LT LAWSON W. CLEMENTS	0735272
S/Sgt Charles R. Ambrust	13089394
S/Sgt Richard F. Brady	12130984
S/Sgt Lawrence M. Pratt	35432324
Sgt Milton (NMI) Grabel	12147146
Sgt Gordon F. Keon	32372636
Sgt Own D. Stockton	15066267

Crew No. 19 - 349th Bomb Sq

2ND LT JOHN A. HARRISON	0804660
2ND LT CHARLES S. STAPLETON	0802950
2ND LT ANTHONY J. BUSALACCHI	0809524
2ND LT ADAM (NMI) KREZO	0732903
S/Sgt Anthony E. Beechey	39452899
S/Sgt Neil J. Coyle	36125587
Sgt Robert J. Buchanan	37257260
Sgt Luke E. Nachatilo	19146434
Sgt Glover (NMI) Nall	34362604
Sgt Lawrence A. Robbins	31208343

Crew No. 26 - 349th Bomb Sq

2ND LT ROBERT D. VOLLMER	0805318
2ND LT JOHN W. ADAMS III	0801587
2ND LT EDWARD G. SULLIVAN	0809759
2ND LT ROBERT S. CONNELLY	0674734
S/Sgt Richard C. Hull	35546805
S/Sgt Elias M. Johnson	33445887
Sgt Donald W. Becker	16171635
Sgt Don (NMI) Guthrie	38292557
Sgt Thomas H. Mullenix	34448569
Sgt George W. Wood	32759818

Crew No. 22 - 350th Bomb Sq

2ND LT ROBERT L. DUNHAM (CP)	0751284
2ND LT MURRY (NMI) GEISLER (N)	0809573
2ND LT FRANK A. GRANACK (P)	0745883
2ND LT JOSEPH F. KAWIECKI (B)	0682550*
S/Sgt Grant H. L. Scott	19013973
Sgt George C. Christian	12183864
Sgt Edwin T. Harroll	34539109
Sgt Lloyd H. Rodgers, Jr.	39012737
S/Sgt Glenn D. Brown	34520635
S/Sgt Harold (NMI) Stearns	12203803

Crew No. 10 - 349th Bomb Sq

1ST LT STANLEY A. CLARK	0417600
2ND LT MERLE A. EHORN	0751285
2ND LT GEORGE C. FENDLETON	0463897
2ND LT RHEUBIN L. SOUTH	0882525
S/Sgt George T. Page	32291500
Sgt John B. Cortelletty	19085098
Sgt Maurice (NMI) Gill	20801452
Sgt Richard J. Mathieson	31096189
Sgt Fred C. Theobald, Jr.,	18226256
Cpl William S. Wolfstein	35262355

Crew No. 21 - 349th Bomb Sq

1ST LT FLOYD H. HASON	0413234
2ND LT RICHARD LAMBIOTTE	0891599
2ND LT WILLIAM J. DISHON Jr	0747082
2ND LT GEORGE R. MORGAN	0747056
T/Sgt Dwight D. Gutsch	17028650
S/Sgt Ralph C. Ellsworth	32489867
S/Sgt George (NMI) Westlake	32143187
Sgt James E. Eubanks, Jr.	17160498
Sgt Charles S. Levee	11056559
Sgt Frank E. Tarr	12133201

Crew No. 20 - 350th Bomb Sq

2ND LT JOHN (NMI) LAUTENSCHLAGER	0803642
2ND LT WILLIAM J. SUGG	0801580
2ND LT LELAND C. FINK	0747086
2ND LT DAVID (NMI) ROLNICK	0749467
S/Sgt Robert F. Bashaw	18160867
S/Sgt John (NMI) Stryjeski	32686334
Sgt Hogan (NMI) Fussell	18191395
Sgt Harold L. Sheldon	15017695
Sgt Samuel (NMI) Wilensky	12155711
Pvt Colbert W. Graham	18105469

Crew No. 23 - 350th Bomb Sq

2ND LT TRUMAN HERMANSEN	0745091
2ND LT CLIFFORD W. SELLON	0686601
2ND LT HENRY C. GRIFFIS	0809589
2ND LT JERRY E. BRIAN	0682458
S/Sgt George A. Keller	19167960
S/Sgt James D. Madden	6919194
Sgt Emil (NMI) Dihlmann	11105846
Sgt Harold R. Dorr	12080794
Sgt Berke D. Hyatt	19175854
Sgt Robert M. LaRue	35241190



Crew No. 12 - 351st Bomb Sq

2ND LT FRANCIS P. SMITH Jr 0747348  
 2ND LT JAMES P. LAW 0751159  
 2ND LT SAUL HERSHKOWITZ 0809604  
 2ND LT CLYDE S. MANION 0688710  
 S/Sgt John T. Amery 32583144  
 S/Sgt John L. Swenson 11129879  
 Sgt Alvin C. Little 31198980  
 Sgt John T. Runcel 16087728  
 Sgt Conrad P. Stumpf, Jr. 36500966  
 Sgt William (NMI) Wertz 17054110

Crew No. 13 - 351st Bomb Sq

2ND LT MERRIL T. RISH 0742256  
 2ND LT FRANK A. SMITH 0802792  
 2ND LT ROYAL W. LINGENFELTER 0809660  
 2ND LT DONALD K. KEHM 0741187  
 S/Sgt George F. Danehower 14178062  
 S/Sgt Estil V. McGuffee 38270285  
 S/Sgt Howard T. Skaggs, Jr. 37145041  
 Sgt Angus (NMI) Alsup 18090357  
 Sgt Armand C. Burt 39166705  
 Sgt Chester L. Powell 19202968

Crew No. 14 - 351st Bomb Sq

2ND LT NORMAN L. CHAPMAN 0746292  
 2ND LT REX M. ELLIS 0752187  
 2ND LT GLENN G. LINDBOM 0908659  
 2ND LT WILSON D. CLARK 0750274  
 S/Sgt Milton (NMI) Scharf 12188872  
 S/Sgt George E. Silverman 31153017  
 Sgt George E. Dobbs 39406131  
 Sgt Leon E. Hill 38273822  
 Sgt Durward E. Hutchings 12171577  
 Sgt Frank A. Yzenas 12161945

Crew No. 15 - 418th Bomb Sq

2ND LT DEAN M. RADTKE 0468393  
 2ND LT ROBERT J. DIGBY 0752184  
 2ND LT ROBERT M. REILLY 0809724  
 2ND LT WILLIAM B. AGNETTI 0752595  
 S/Sgt Van D. Pinner 18158208  
 S/Sgt Robert (NMI) Ray 16170059  
 Sgt Charles F. Allen 36426423  
 Sgt Richard L. Kerwin 36164746  
 Sgt Theodore E. Mangum 13144944  
 Sgt Casmer E. Szymanski 35303036

Crew No. 16 - 418th Bomb Sq

2ND LT THOMAS F. GOUPILL 0803185  
 2ND LT TENVIL H. JACKSON 0687302  
 2ND LT GUS J. MINK 0809681  
 2ND LT RALPH (NMI) BARKER, Jr 0751870  
 S/Sgt Charles R. Gallagher 11095118  
 S/Sgt Robert E. Ramsay 13157641  
 Sgt Russell L. Abel 33339814  
 Sgt Edward R. Csech 16141338  
 Sgt James G. McLamb 34665472  
 Sgt Fred (NMI) Thompson 18057680

Crew No. 17 - 418th Bomb Sq

2ND LT CHARLES C. COWING 0747120 N  
 2ND LT JAMES C. HARPER 0802894 P  
 2ND LT TONY L. HULSEY 0751740 CP  
 2ND LT WILLIAM A. MAEGALE 0746600 B  
 S/Sgt Wallace S. Carter 31157369  
 S/Sgt Robert E. Hudson 38274434  
 Sgt Kenneth C. Helming 16159830  
 Sgt Joseph B. Kyrce 35741953  
 Sgt John L. Mauk 015339778  
 Sgt Frederick A. Podstawski 32464585

Crew No. 25 - 418th Bomb Sq

2ND LT MARK G. GUMMERSALL 0803607  
 2ND LT REGINALD C. HALLIDAY 0751964  
 2ND LT FRANK W. ROBERTS, Jr 0670800  
 2ND LT EDWARD P. CARR 0752549  
 S/Sgt Henry W. Bieze 16170568  
 S/Sgt John R. Gensel 39453431  
 Sgt Mathew H. Boguminski 32675412  
 Sgt Robert L. Braswell 19142318  
 Sgt James J. Daly 12159037  
 Sgt James T. Penney 32613573

Crew No. 27 - 418th Bomb Sq

2ND LT WALLACE C. FORSYTHE 0804319  
 2ND LT PRESCOTT H. HARLASON 0751733  
 2ND LT AUGUSTUS H. PAINE 0800160  
 2ND LT ROBERT W. McATEE 0682491  
 S/Sgt Peter J. Buck 13125267  
 S/Sgt Percy J. Johnston 33009537  
 Sgt John A. Codoluto 32503642  
 Sgt Nelson C. Linke 18217520  
 S/Sgt Richard D. Schad 32474040  
 Sgt Peter (NMI) VanSlyck 32720836

By order of Colonel HARDING:

KARL STANDISH,  
 Major, Air Corps,  
 Adjutant.

OFFICIAL:

*Karl Standish*

KARL STANDISH,  
 Major, Air Corps,  
 Adjutant.



29 NOVEMBER 1943

OPERATIONS

BREMEN

Lt. Col. Robert E. Flesher in a pathfinder ship led the group formation of twenty-one aircraft on a mission over Bremen. Primary target was the dock area, secondary a hit anywhere in the city that would add to the turmoil and confusion of the enemy war effort. Take-off was at 1017 hours.

This was the lead group of the Division formation. Enemy aircraft intercepted at 1427 hours and remained in the vicinity for about seven minutes. It is estimated that about twenty FW 190's and ten ME 109's were in the group. Stripe and check patterns varied from yellow, green, blue, black, to red and grey. One FW leading a formation had a green nose, white wings, and yellow fuselage. Four FW's attacked the lead squadron from about 12 o'clock level in javelin formation, two splitting "S'D" out of the attack at some 500 yards distance and the other two passing under the squadron. Two ME's came in at 12 o'clock and when about 200 yards out fired what was believed to be a rocket. A large flash and smoke was seen when the shell was fired, but it was not seen to burst. Attacks on our group were not severe. It is thought that the primary object of their tactics was to conceal themselves in our contrails for attacks on aircraft in the groups behind us. At 24,000 to 27,000 feet flak was mild. No bursts were within 1,000 yards and these did not appear to follow any particular pattern. The pathfinder crew made the bomb run but were unable to pick up the target. On the turn for another run the #2 engine gave out and the bombs were dropped on a target of opportunity. The remainder of the formation dropped their bombs through 10/10 overcast but about a minute after they were away one crew reported seeing the ground where there were no built-up areas.

All aircraft returned safely. Twenty ships bombed the target area while one jettisoned in the North Sea when forced back by a supercharger malfunction. Pilots again criticised the defrosting systems as inadequate. A scattered formation was attributed to the speed of the lead aircraft. It was suggested that the ball turret's efficiency would be greatly increased with a little more room.



29 NOVEMBER 1943

AIR MEDALS & OAK  
LEAF CLUSTERS

For exceptionally meritorious achievement, while participating in five separate bomber combat missions over enemy occupied Continental Europe. The courage, coolness and skill displayed by these Officers and Men upon these occasions reflect great credit upon themselves and the Armed Forces of the United States.

1st Lt Robert H. Lohof	1st OLC
2nd Lt Robert L. Phillips	"
S/Sgt Thomas D. Baer	2nd OLC
Sgt George W. Briggs	1st OLC
Sgt James M. Butler	"
Sgt Richard L. David	"
S/ gt Charles D. Dawson	AM
T/Sgt Russell G. Gilbert	2nd OLC
S/Sgt Sidney A. Goldenberg	1st OLC
S/Sgt Vern R. Lines	"
1st Lt Leonard P. Bull	2nd OLC
2nd Lt Andrew H. Campion	AM
2nd Lt James N. Cathey	"
1st Lt Albert D. Dahlgren	2nd OLC
2nd Lt Edward L. Dunlap	1st OLC
2nd Lt Russell J. Flack	AM
2nd Lt Frederick D. Fuller	"
2nd Lt Jack S. Neal	"
2nd Lt Henry J. Quilici	"
Maj. Ollin Turner	2nd OLC
1st Lt Leonard A. Wickens	"
Sgt Justin S. Berrick	AM
S/Sgt Carols R. Contreras	"
Sgt Elliston P. Hall	"
Sgt Joseph King	"
Sgt Harry A. Koerner	"
S/Sgt Edwin J. Morgan	2nd OLC
Sgt Gonzalo A. Perez	AM
S/Sgt Winfred J. Tee	"
1st Lt John W. Phelan	3rd OLC



30 NOVEMBER 1943

OPERATIONS

SOLINGEN

Solingen with its aero engine plants and experimental centers was the target of today's mission. Eighteen aircraft were dispatched from this Group with Captain Sam Barr as lead pilot. Ships took off at 0806.

Due to mix-up the formation was not assembled until the Wing assembly line was reached. By then the aircraft were so scattered that only nine ships bombed in the group formation. Lead pilot lost two engines and was forced to abort. There was no enemy opposition. Perhaps eight FW 190's and two ME 109's were seen in the distance but none came in to attack. Throughout the Rhur Valley AA fire of moderate intensity was encountered. At 1150 hours for a period of some ten minutes flak was observed from many directions but due to 10/10 cloud density its source could not be seen. Visibility was the same at the target and all ships bombed on the pathfinder. The results could not be seen but the bombs were believed to have fallen in the target area. The landing was at 1407 hours.

All aircraft from this station returned safely. Eleven ships bombed the target, five failing to bomb because of mechanical failures and two returning due to inability to find the formation. Pilots said that more flares should be used by lead ships at assembly point. Formation was badly jumbled. All crews had the same trouble with frosting on the windows.



30 NOVEMBER 1943

MONTHLY SUMMARY

PURPLE HEART

Purple Heart to LYLE E. NORD. For wound received in action against an enemy of the United States, 8 October, 1943, while serving as Tail Gunner on a B-17 airplane on a combat mission over Germany. Home Address: 1625 N. 21 Street, Superior, Wisconsin.

The following details of each mission are as follows:

November 2, the target was Wilhelmshaven. Group was led by a pathfinder, the PFF equipment of which went down three minutes before the bombs were released. Bombs were dropped by estimation and due to 10,000 feet altitude results were unobserved.

November 4, the target was Schleswig. Though led by a pathfinder, this group bombed a target of opportunity by visual run. Original target was obscured by smoke screen. Severe engine failure was due to A-1 engine being too difficult.

November 7, the target was Bremen. This group bombed several targets before the pathfinder without use of PFF. There was no A-1 fire and at 10,000 feet altitude no visual results.

November 11, the target was Bremen. An oxygen system failure in the pathfinder, plus malfunction of the PFF equipment caused the pathfinder to abort the run. Target was not seen and bombs were dropped at 10,000 feet. Target was not seen and bombs were dropped at 10,000 feet.

November 13, the target was Bremen. Bombing from low altitude in excellent weather this mission produced the most accurate hit of the month. Bomb hits were confirmed by PFF. The target was completely destroyed by this group. Due to low altitude, the pathfinder was forced to report the target as being destroyed.

November 15, the target was Schleswig again. All bombs were dropped on the target as flames and undercast were seen that visual results were impossible.

November 16, there were two targets, Paris and Bremen. In Paris there was heavy undercast and nine ships positioned their land in the North Sea while others brought them back. At Bremen bombs were dropped on the pathfinder's flames, but thick undercast and engine failure made visual results impossible.

November 19, the target was to be Bremen. Target was not seen, and as the pathfinder equipment failed, the bombs were dropped at 10,000 feet by 0400 with unobserved results.

November 20, the target was Solingen. Pathfinder aircraft again led the group and we bombed on its flames. Heavy undercast obscured visual results.



## MONTHLY SUMMARY

### BOMBING ACCURACY

During the month of November weather was the prime factor in the bombing success of this Group. Of the nine missions completed all except two were led down the bomb run by pathfinder aircraft. Briefly, the bombing facts of each mission are as follows:

November 3, the target was Wilhelmshaven. Group was led by a pathfinder, the PFF equipment of which went dead three minutes before the bombs were salvoed. Bombs were dropped by estimation and due to 10/10 overcast results were unobserved.

November 5, the target was Gelsenkirchen. Though led by a pathfinder, this group bombed a target of opportunity by visual run. Original target was obscured by smoke screen. Violent evasive action on run due to AA fire added to difficulties.

November 7, the target was Duren. This Group bombed seven seconds after the pathfinder without use of AFCE. There was no AA fire and no E/A but clouds obscured any visual results.

November 13, the target was Bremen. An oxygen system failure in the pathfinder, plus malfunction of the PFF equipment caused its withdrawal before the bomb run. Target was not seen and ships jettisoned their bombs in the North Sea.

November 16, the target was Rjukan in Norway. Bombing from low altitude in excellent weather this mission produced the most accurate hits of the month. Bomb hits seen and confirmed in MPI. The target was completely destroyed by this Group. Due to crowding on the run our high squadron was forced to repeat its run which was equally successful.

November 19, the target was Gelsenkirchen again. All bombs were dropped on the pathfinders flares and undercast was such that visual results were impossible.

November 26, there were two targets, Paris and Bremen. At Paris there was heavy undercast and nine ships jettisoned their load in the North Sea while eleven brought them back. At Bremen bombs were dropped on the pathfinder's flares, but thick undercast and smoke screen made visual results impossible.

November 29, the target was to be Bremen. Target was not seen, and as the pathfinder equipment failed, the bombs were dropped at 53° 15' N by 07° 30' E with unseen results.

November 30, the target was Solingen. Pathfinder aircraft again led the group and we bombed on its flares. Heavy undercast obscured visual results.



## BOMBING ACCURACY Con't

From this can be seen that of the seven missions led by pathfinder three can be considered as unsuccessful due to the failure of the pathfinder equipment. On only one mission was the briefed target bombed by visual means, that being Rjukan which was highly successful.

## TACTICAL PROBLEMS

As in bombing the primary problem in operations was the weather. In addition to the nine missions that were completed during the month there were five others that were briefed, three of which were scrubbed before take-off, and two that were abortive all due to climatic conditions. On two missions there was difficulty in assembly, once being caused by withdrawal of the lead A/C due to engine trouble, the other by bad visual conditions at the assembly point.

Losses during the month can be termed light. Two aircraft were lost on missions both due to enemy fighter action. The first was at Gelsenkirchen on November 5, at which time eight crew members bailed out of a damaged aircraft, which later regained control and returned safely. The second aircraft missing was over Paris on November 26. The lightness of losses is attributed to a combination of factors most important of which is the increased fighter support. Undercast which obscured the formations from ground AA fire is also responsible. In spite of criticisms by combat crew members it is felt that the removal of tracers from the armament has produced a far better caliber of gunner and in this Group combat crews are confident that the enemy fighter is steering clear of the big D.

## TECHNICAL PROBLEMS

During the month on nine missions there were nineteen abortions due to mechanical failures. Biggest headache to the engineering officers are those ships not equipped with the electronic superchargers. Superchargers on the older ships, due to the cold and low pressure at high altitudes, have erratic regulation resulting in lack of power and some abortions. High altitudes have also ruptured many oil coolers. On the old aircraft with unreinforced prop governor drive shaft there have been a number of runaway propellers. It is believed by the engineering officers that the overload put on engines in this theater demands that only the newest models be used. Tire blowouts have been prevalent during the past month. Bad perimeter strip, which since the arrival of this group have been in constant repair, is the cause. Under load the two beaded tires do not stand up under punishment. Bombay door malfunctions have caused several ships to return with their bomb load or occasionally with the bombay doors open. The cause is the cold at altitude which causes the door screws to freeze.



### EQUIPMENT PROBLEMS

The station equipment officer during the winter high altitude missions finds the biggest need is for more and better heated clothing. At the present there is such a shortage of electrically heated gloves that after each mission the combat crews turn their gloves to be worn by those flying on the next operation. One answer to this shortage problem is the modification of the connections to the suit to fit the British glove. On an average gloves and the suits themselves last about ten missions before blowing out. All clothing except boots are rethreaded with wire here in the equipment office. At present all enlisted personnel and most of the Navigator and Bombardiers are using electrically heated suits. Pilots and co-pilots are also expressing the need for them.

The other big headache is the oxygen mask. Recently a member of this command lost both hands while fixing a mask to the face of an unconscious gunner in his ship. The A-14, worn by the waist gunners cause the most trouble from freezing at the point of oxygen intake. Combat crew members also prefer the British to the American helmet as it is more comfortable with headset and being snugger cuts down the outside noise.

More dark-lensed glasses are needed for flying into the sun.

### ORGANIZATION AND ADMINISTRATION

The arrival of sixteen new combat crews with twenty-three more on the way adds tremendously to the administrative problems on an already overcrowded station. With intended living quarters full, men are now living in buildings designed for messing and non-commissioned officers clubs. Army Engineers erected eight new Nissen huts which made the new intake possible. Added strength adds to the problematic messing situation. The base now has but three mess halls. All ground enlisted men eat in one consolidated mess designed to feed half their number. Both combat officers and enlisted men eat in another mess hall which was planned to feed five hundred at best. Plans are being made to open another combat mess which will feed only the combat officers.

Throughout the month the many less attractive jobs on the base have created a difficult problem because of the shortage of basics. Kitchen police, fuel cutting, and mud control details have been accomplished by a minimum of men and this station is in far better shape than other stations in the area.

RECORD WILL BE MADE OF  
ALL TELEPHONE CALLS



RESTRICTED

S.O.P.

D

INTELLIGENCE SECTION  
100TH BOMB. GP. (H)

RETURN TO RESEARCH STUDIES INSTITUTE H. A. F. DIVISION CH
--

67-100-111111  
11 Nov 1948

RECORD WILL BE MADE OF  
ALL TELEPHONE CALLS

6850-98



S-2 DUTY ROSTER

FROM : 0830 10 Dec 1943  
 TO : 0830 11 Dec 1943  
 DUTY OFFICER : Lt. Nevas  
 MAIN BRIEFING : Lt. Mackesey  
 GUNNER'S BRIEFING : Capt. Burr

NAME	PRE INTERROGATION	INTERROGATION	POST INTERROGATION
Major Shaw		Hot News	S-2 Telephone
Captain Bowman		PRO	PRO Report
Captain Johnson		Interrogation	
Captain Burr		Interrogation	
Captain Airck		Interrogation	AA Report
Lt. Mackesey		Interrogation	
Lt. Callinan	(fr 0830) Abortives	Interrogation	
Lt. Bowers		Interrogation	
Lt. Juster		Pass	Pass
Lt. Schwarz			Photo Report
Lt. Terry	Pass	Pass	Pass
Lt. Nevas	(to 0830) Abortives	Interrogation	Narra. Teletype
T/Sgt Brackeen	Lunch		Reports
CHARGE OF CHARTERS	S/Sgt Wm Smith	ABORTIVES NEXT 24 HOURS	



I. DUTY OFFICER

RESTRICTED

Tour of duty from 0830 to 0830 hours, during which time he will advise the C.Q. where he may be reached at all hours. Upon receipt of an "Alert", a "Stand-By", a "Warning Order", the Duty Officer will go to the S-2 Building and remain there, except as hereinafter noted, until properly relieved at 0830 hours, the "Alert" is called off, a "Stand-down" notice is received, or the mission is scrubbed.

XX

II WARNING OR FIELD ORDER:

When Operations phones and asks for Duty Officer, C. Q. immediately conveys said information to the Duty Officer. Duty Officer thereupon immediately goes to Operations, picks up the Order and returns to the S-2 Building. The time of receipt and initials of the Duty Officer are noted on said Order. The Duty Officer will notify the Briefing Officers and Major Shaw of the arrival of the first target information pertaining to an operational mission ("am sending a jeep if you want it"), ascertaining the time the former wish to be called for duty. He will then contact the Map and Files clerks for assistance in effecting the following pre-briefing activities:

- a. Building fires in Main Briefing Room, which are to be kept going until briefing is completed.
- b. Depositing all information pertaining to the mission on the planning table in the War Room.
- c. Depositing two (2) copies of each map necessary for the briefing on said planning table.
- d. Depositing three (3) copies of each available target picture and night target map pertaining to the mission on said planning table.
- e. Erecting target pictures and night target maps on the inside of the over-leaf board in the Main Briefing Room.
- f. Putting up the mission course in the War Room.
- g. Arranging P/N Kits and check-out sheets for expeditious issuance.
- h. Moving necessary target pictures and night target maps (bulk supply) to the Map Room.
- i. Awaken the C.Q. in the Gunner's Briefing Room and instruct him to keep the fires going in that Room all night.

At the time prior to briefing agreed upon by the Main Briefing Officer and the Duty Officer, the Duty Officer will:

- a. JEOP. Call the Motor Pool for permanently assigned "jeep" if it is not already available.

RESTRICTED



## RESTRICTED

### DUTY OFFICER S.O.P. (Cont'd)

- b. GUARDS. Call the Guard House and arrange for the posting of guards in accordance with the attached Exhibit "A". The names of all individuals permitted to enter briefings will be entered on an Authorized Admission list (including S-2 personnel on duty and the duty Navigator and Bombardier), similar to the attached form Exhibit "B" and turned over to the Sgt. of the Guard in duplicate (a third copy is to be placed in the Mission File.) No one, except individuals named on said list and members of combat crews actually going on the mission, will be permitted to enter Briefing Rooms, except on the responsibility of prior authorization of the S-2 Duty Officer (such authorization can only be verbally conveyed to the guards directly.)
- c. FOOD. Arrange with Combat Mess for food for Staff during pre-briefing period. (Spread on table in Conference Room)
- d. ORDERS. Pick up, initial and indicate time of arrival of all Annexes to Field Order, the Field Order and keep a Journal on all telephone calls.
- e. ALARM CLOCK. Send "jeep" and driver down to awaken all officers and EM listed on the Duty Roster therefor, except the EM previously called.
- f. COURSE. Arrange with Duty Navigator to put up course of mission in both Briefing Rooms.
- g. PRE-BRIEFING. Arrange pre-briefing for lead and deputy-lead Bombardiers and Navigators, and make sure said Officers are called in sufficient time to attend at the hour predetermined by the Main Briefing Officer.
- h. EM DUTY. Assign EM on duty as follows:
  - 1. One (1) EM to run the Epidiascope in each Briefing Room. Each Epidiascope must be turned on approximately ten (10) minutes before briefing to warm it up. Each of these EM is responsible for extinguishing the overhead lights in his briefing room just before the briefing begins and turning said lights on in time for the "time Tick" at the end of briefing.
  - 2. One (1) EM to pick up personal property in the Main Briefing Room. The EM assigned to this duty will also be assigned the job of issuing P/W kits. (Personal property will be placed in individual bags and taken to S-2 Administration Office together with record of P/W kits issued.)
  - 3. One (1) EM (a Map Room Clerk) will be assigned the duty of preparing and issuing from the Map Room, Mission Folders in accordance with the desires of the Duty Navigator and the lead Bombardier. Proper receipts will be duly obtained therefor.
  - 4. The C.Q. will not be assigned a duty which will take him out of the S-2 Building, except for short trips which the Duty Officer is present therein; provided, that a substitute EM C.Q. may be



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designated by the Duty Officer from other EM on duty to permit utilizing the specialty of the former.

1. PREPARATION OF BRIEFING ROOMS. Put up the mission route, target pictures and maps in the War Room; and preparing Epiadiascope pictures for both Main and Gunner's Briefings.

Approximately fifteen (15) minutes prior to the beginning of the main briefing the Duty Officer will go to the Main Briefing Room for the Briefing. At this time he will take over the "Ops" door therein (sending the guard to the front door), run the lights, screen, and all other necessary activities to assist the Main Briefing Officer in consummating the briefing as quickly and smoothly as possible. After the briefing, the Duty Officer will:

- a. GUARDS. Dismiss the guards on duty at the Main Briefing Room (after the course and target material is removed therefrom.)
- b. PERSONAL PROPERTY AND P/W KITS. Supervise the moving of all personal property collected to the S-2 Administrative Office, together with the record on the issuance of P/W Kits.
- c. CLOSE MAIN BRIEFING ROOM. Lock up the Main Briefing Room (seeing that all lights are out and fires properly banked.)
- d. CLOSE GUNNER'S BRIEFING ROOM. Check with the Gunner's Briefing Officer to make sure that the three above activities have been accomplished in connection with the Gunner's Briefing Room.
- e. COLLECTION OF BRIEFING MATERIAL. See that all material used in the briefing is collected and returned to the Files Section in one appropriately marked folder. (Surplus briefing material and information not used in the briefing will be collected and placed in one place in the File Room for refiling by the File Clerks during the normal work day).
- f. ABORTIVES. Handle abortives - check in Navigator's Folders and P/W Kits until duly relieved at 0830 hours.

The Duty Officer will not leave the S-2 Building while a mission is pending, except:

- a. As hereinbefore provided.
- b. For short periods of time on official business and only if some other officer on duty is present in the Building during his absence.
- c. For picking up Field Orders or Annexes at Operations, leaving the C.Q. in charge during his absence.

NOTE: Where missions are scheduled to be briefed during the first twelve (12) hours of the Duty Officer's tour, necessary deviations from the foregoing will be effected by conference of the Duty Officer, the Briefing Officers and the Administrative Officer. Where said briefing is scheduled to



take effect shortly after the end of a Duty Officers' tour of Duty, he will continue acting as Duty Officer until the foregoing activities are consummated.

### III BRIEFING OFFICER WILL:

- a. Prepare in conjunction with the Officer briefing the gunners, information necessary for Briefing (talks to be written out in full.) This includes ascertaining tides, E/A, convoys, etc., per briefing sheets. Convoys, tides and E/A shall be gotten from 3 B.D. unless in F.O.
- b. Main Briefing Officer will conduct the pre-briefing for the Navigators and Bombardiers.

- c. Briefing will be as follows: (8-12 minutes).

#### MAIN BRIEFING:

1. Target is named and pointed out on map. Aiming point is described, giving size and identifying characteristics. Importance of target is made clear. Target should be "sold" to combat crews.
2. Map is thrown on screen from epidiascope, starting with enemy coast and showing route into target. Then target maps and photographs are shown and described.
3. Other pertinent information about target area and targets of opportunity is given.
4. Information on convoys is given.
5. Enemy defenses likely to be encountered are described: Active: flak (no. of guns or batteries), fighters (no. & types), and reclaimed B-17's or B-24's flown by Germans. Passive: smoke pots, camouflage, etc.
6. Brief review of salient facts about each target is given.
7. Photographs expected.
8. Remind Co-pilots to pick up P/W Kits for distribution to entire crew. Caution all crew members about security of target. Remind them not to take along papers, billfolds, letters and items of a personal nature, and that in event of capture they are to give only their name, rank and serial number.

#### GUNNERS BRIEFING:

1. Name target and explain importance.
2. Outline route in and out.



3. Probable fighter types to be encountered.
4. Expected tactics of enemy fighters.
5. Friendly fighter support (types, time, tactics).
6. Possibility of enemy flying friendly types of aircraft.
7. Caution against accidental firing on our own aircraft.
8. Review possible stoppages, and malfunctions at high altitudes.

IV. PRE-INTERROGATION:

Administrative Department arranges Interrogation Room, sets up Hot News Desk, escape kit return facilities, and supplies necessary forms, maps, pencils, etc. Said Department also arranges for lunch for Interrogation.

V. REPORTS:

- a. Administrative Department assigns EM to pick up completed Interrogation Forms. Said Forms are then turned over to an EM for posting on an information Work Sheet. Said posting will be in accordance with Duty Roster Assignment.
- b. Reporting Officer (per Duty Roster) aids EM posting information on Work Sheet in matters involving the use of discretion, and handles preparation of following reports: Narrative Teletype.
- c. Except as otherwise indicated, the following reports (addressee and routing indicated) are prepared by the Administrative Department:
  1. Telephone. To A-2 of 3rd B.D. and 13th C.B.W. within 1/2 hour after last Interrogation. Typed copy to our files.
  2. Statistical Teletype. To A-2 of 3rd B.D. and 13th C.B.W. within 2 hours after last Interrogation. Six copies: 2 to teletype, 2 to Lt. Welty, 1 to Major Shaw for C.O. & 1 to our files.
  3. Narrative Teletype. To A-2 of 3rd B.D. and 13th C.B.W. before noon on day following the day of the Mission. Same number of copies & distribution as on Statistical Teletype. Rept. Officer.
  4. Crew Comments. To C.O. Five copies: 2 to C.O. delivered via Major Shaw, 2 to Lt. Welty, and 1 to our files.
  5. Mechanical Failures. To Engineering Officer. Eight copies: 1 to Engineering Officer, 2 to Lt. Welty, 1 to Armament Officer, 1 to Gunnery Officer, 1 to Flight Surgeon, 1 to Major Shaw for delivery to C.O., and 1 to our files.
  6. Medical Report: To Group Flight Surgeon. Four copies: Group Flight Surgeon, 1 to Major Shaw for delivery to C. one to our files.



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7. Sortie Information. To Statistical Officer, Attn: Lt. Hosford. Five copies: 1 to Lt. Hosford, 1 to Lt. Cosgriff, 1 to Lt. Burns, 1 to Major Shaw for delivery to C.O., and 1 to our files.
8. Missing Crew Report. To S-1, Attn: Lt. Hosford, within 36 hours after A/C officially reported missing. Three copies: 1 to S-1, 1 to Major Shaw for delivery to C.O., and 1 to our files.
9. Missing A/C Report. To 3rd B.D. Three copies: 1 copy to 3rd B.D., 1 copy to Major Shaw for delivery to C.O., and 1 copy to our files.
10. Individual Encounters. To 3rd B.D. Five copies: original and 2 copies to 3rd B.D., 2 copies to Lt. Welty. Original pencil copy is retained in our files.
11. Evaluated Encounters. To Statistical Officer. Five copies: original to Lt. Hosford, 1 copy to Lt. Cosgriff, 1 copy to Lt. Burns, 1 copy to Major Shaw for delivery to C.O., and 1 copy to our files.
12. AA Report. To A-2, 3rd B.D. within 24 hours after completion of mission. Four copies: original to A-2, 2 copies to Lt. Welty and 1 copy to our files. Capt. Arick.
13. Photo Report. Prepared and handled by the Photo Lab.
14. PRO Report. To Lt. Huber at 3rd B.D. (Ext. 71) as soon as possible after mission returns. Telephone flash report - just statistics and a few outstanding quotes; then Teletype Report covering general material, specific quotes, heroic acts, etc. Capt. Bowman.

NOTE: Air-Sea Rescue Missions and RAF Crews are interrogated and reported but in accordance with Office Memorandum of 4 Aug. 1943, directive Headquarters, VIII Bomber Command, dated 3 Nov. 1943, respectively.

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GUARDS

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1. Post one (1) guard at the "OPS" door to the New Main Briefing Room one hour before the mission is briefed. This guard will only admit those individuals to this Room whose names are on the "Authorized Admission" list given to him by the Sgt. of the Guard at the time of posting. Ten (10) minutes before briefing this guard will relinquish this door to the S-2 Duty Officer and station himself at the front door of the New Main Briefing Room, to admit all crew officers actually flying the mission to be Briefed. This guard will remain at the latter position until all exhibits pertaining to the mission have been removed and he is relieved by the said Duty Officer, at which time he may return to the Guard House.
2. Post one (1) guard at the main door of the New Gunner's Briefing Room for the period one (1) hour before briefing and until the route is removed from the map after briefing, at which time he will be dismissed by the Briefing Officer and will return to the Guard House. This guard will admit to this Room only combat crew gunners going on the mission to be Briefed and those individuals whose names are on the "Authorized Admission" list given to him by the Sgt. of the Guard at the time of posting.
3. Post one (1) guard outside of each of the above Building at the same time as said above guards are posted to patrol entirely around the portion of the Buildings in which the briefings are held. The outside guard patrolling around the Building referred to in paragraph numbered 2, supra will also patrol around the outside of the Building in which the War Room is located. Outside guards are to prevent loitering around the windows of the Building (s) under their jurisdiction, are to keep moving and are not to engage in social conversation with anyone.
4. All above guards are charged with the duty of preventing unauthorized personnel from overhearing anything pertaining to the Mission being planned and/or briefed in the building under their guard during their tour of duty. They are further charged with the duty of not repeating to anyone anything overheard during their tours of duty. This applies to mission information, operation information, etc. They should bear in mind that such repetition is a serious Court Martial Offense.

WILLIAMS, LT. COL.

WILLIAMS, CAPT.

WILLIAMS, CAPT.

WILLIAMS, CAPT.

WILLIAMS, LT.

WILLIAMS, LT.

WILLIAMS, CAPT.

WILLIAMS, CAPT.

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CHECK NAMES OF INDIVIDUALS  
PRESENT OTHER THAN CREW  
MEMBERS

AUTHORIZED ADMISSION

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Briefing of

ABBEY, LT.

BALL, LT.

\*\*\*\*\*

BARR, CAPT. All incoming material is SHAW, MAJOR entered in the journal by the  
BENNET, MAJOR security material, is per STOVER, CAPT. ADMINISTRATIVE OFFICER.

BLAKELY, CAPT. ADMINISTRATIVE OFFICER TURNER, MAJOR through the material and directs it  
to the attention of those concerned therewith. The material is then

CARNELL, CAPT. forwarded to the FILING SECTION \*\*\*\*\*

CROSBY, LT. The FILING SECTION classifies S-2 Duty Officer issues the material for use.  
Following is an explanation of where material is kept and where it

DOUGLASS, LT. can be readily found.

ELTON, MAJOR MATERIAL

FLESHER, LT. COL. This, except bulky maps, is kept in earmarked drawers  
or shelf cabinets according to the following indexes:

FRYE, LT.

FULLER, CAPT.

HARDING, COL.

HARDY, CAPT.

HIBBARD, LT.

IANNACONE, CAPT.

JENNINGS, MAJOR

KIDD, LT. COL.

KIESSLING, CAPT.

KINDER, CAPT.

KNIGHT, CAPT.

LASH, LT.

LUCKADOO, LT.

MCCARTHY, CAPT.

REEDER, CAPT.

Duty Navigator

Duty Bombardier

Add additional names when verbally author-  
ized by S-2 Duty Officer:

The material in this file, together with the information received  
by the Field Order and Aeronaut Section, is the main  
source of information used in preparing a briefing. Field Order  
and those references to targets are always by operational number  
and not by name. The operational number is a combination of  
number and letters. The letters stand for the country where  
the target is located; the numbers designate the specific target  
in that country. Operational numbers were originally adopted by  
the British and were subsequently officially adopted by the VIII  
AF Force.

There is a Manila folder for each target containing a sample of  
and with of target material available. Such folder usually con-  
tains the latest of the following:

An Information Sheet  
Target Photos (called illustrations)  
An S-2 Night Target Map  
District Target and other maps as available

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OPERATION AND USE OF THE FILING SECTION

**VI**    INTRODUCTION

1. All incoming material is received and entered in the journal by the CHIEF CLERK. Everything, except maps and a limited amount of PW and Security material, is passed on to the ADMINISTRATIVE OFFICER.
2. The ADMINISTRATIVE OFFICER checks through the material and directs it to the attention of those concerned therewith. The material is then forwarded to the FILING SECTION.
3. The FILING SECTION classifies, keeps and issues the material for use. Following is an explanation of where material is kept and where it can be readily found.

KEEPING OF MATERIAL

1. Everything, except bulky mosaic photos, is kept in earmarked drawers or shelf cabinets according to the following classes:

MASTER FILE - target folder material.

BULK FILE - bulk supply of target material.

GENERAL FILE - general informational material.

BRIEFING REFERENCE FILE - ready reference for Briefing information.

MISSION FILE - past Mission file.

2.    MASTER FILE

- a. The material in this file, together with the information received in the Field Order and Annexes before a mission, is the main source of information used in preparing a Briefing. Field Order and Annex references to targets are always by operational number and not by name. The operational number is a combination of letters and numbers. The letters stand for the country where the target is located; the numbers designate the specific target in that country. Operational numbers were originally adopted by the British and were subsequently officially adopted by the VIII Air Force.

- b. There is a manilla folder for each target containing a sample of each unit of target material available. Each folder usually contains the latest of the following:

An Information Sheet

Target Photos (called illustrations)

An RAF Night Target Map

District Target and other maps as available

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- c. All of the Master File folders are filed away in a four-drawer cabinet (each drawer  $18\frac{1}{2} \times 11 \times 22 \frac{3}{4}$  inches) according to countries as follows:

Top Drawer: Germany - "A" through "Q"  
Second Drawer: Germany - "R" through "Z", and France  
Third Drawer: Belgium and Holland  
Fourth Drawer: Italy, Denmark, Norway and Poland

- d. The operational number of each target is marked on its respective folder. If a target is referred to by number, the country represented thereby can be found by consulting "The Composite Station List" filed in the front of the top drawer above mentioned.

### 3. BULK FILE

- a. Target file material required for quantity use in connection with mission, etc., is put into manila folders separate and distinct from the Master File folders. RAF Night Target Maps and Target Photos are the most common of this bulk material.
- b. All bulk supply folders are kept in 11 large 5-shelf cabinets (each cabinet  $32\frac{1}{2} \times 92\frac{1}{2} \times 15\frac{1}{2}$  inches) according to the foregoing countries and in operational number sequence. Airdrome targets, however, are kept separately (in 12 of the 11 cabinets) because of a different operational numbering system.
- c. Each bulk file folder bears the operational number corresponding to its representative master file folder.

### 4. GENERAL FILE

- a. Except for Master File, Bulk File and miscellaneous file material listed hereinafter, all material goes into NUMBERED MANILA FOLDERS (called "slash numbers"). These numbers follow a set numerical classification of subject matter. This classification is analagous to the Dunn & Bradstreet classification numbering system and is set forth in a blue canvas covered loose leaf not book called the FILE INDEX GUIDE (Bible), specified by VIII Air Force.
- b. All of the slash numbered manila folders, except a few put in the miscellaneous file, are kept in two 4-drawer cabinets (each drawer  $18\frac{1}{2} \times 11 \times 22 \frac{3}{4}$  inches) in their slash number sequence.
- c. All classes of information, except that contained in the Master and Bulk Files, is entered on cards filed in a 4-drawer card index cabinet (each drawer  $9 \times 6$  inches) according to the following groupings:
- (1) TARGET INDEX - A card for every target is filed in this group in alphabetical order by town name (unless the

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target is an aerodrome). Miscellaneous information and official reports received and pertaining to the target is entered on the card.

- (2) AERODROME INDEX - A card for every target that is an aerodrome is filed in this group in alphabetical order. Aerodromes are named according to the town or town and suburb they are near. Miscellaneous information and official reports received and pertaining to the aerodrome target is entered on the card.
- (3) and (4) TOPECAL AND ALPHABETICAL INDEXES - A card for every item of information is filed in one of these two groups according to the classified subject matter or title the information happens to be given. Whether the information is entered on a card that goes into (3) or (4) or both, depends upon the relative likelihood that the information will be used. The following two lists bear out the difference between (3) and (4):

### COMPLETE TOPICAL INDEX

Aerodromes	Navigation
Anti-Aircraft	Night Operations
Air/Sea Rescue Service	Periodicals
Aerial Photography	Photography
Ballons	Prisoner of War
Beacons	Radio Direction Finder
Camouflage	Royal Air Force
Decoys	Russian Air Force
Escape from Enemy Territory	Security
Enemy Espionage	Searchlights
French Airforce	Smoke Screens
German Army & Navy	
German Air Force (divided into Admin. & Org., A/C Armament and Explos., Combat Tactics, Air/Ground Tactics, Equipment, Airborne & Paratroop Tactics. Each A/F is so subdivided.)	
Italian Air Force	Sub-Warfare
Japanese Air Force	Tank Warfare
Landmarks	USAAF (also USNAF)
Maps	Weather
Naval	Wireless Masts

Thus an article on the armament of the FW 190 would be entered on the card "GAF A/C, FW 190". And another card would be made under the subject "GAF Armament & Explosives". Cross-indexing is carried out whenever necessary.

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## EXAMPLES OF ALPHABETICAL INDEX

<u>Titles</u>	<u>Indexed</u>
Silhouettes of Greek Warships	Greece, Silhouettes of warships
Flares	Flares
Japanese Jungle Warfare	Japan, Jungle warfare
Winter Flying Problems	Winter flying problems
The Battle of Midway	Midway, Battle of

These subjects cover wide fields of military knowledge and thus must be catalogued in a general alphabetical file.

### 5. BRIEFING FILE

- a. Material used constantly for reference in Briefing normally belongs in the General File and is kept separately in one drawer of a 4-drawer cabinet the same size and right next to the General File cabinets for "Handy use" in Briefing preparation.

- b. The following list is explanatory of the material kept here:

Shipping in Ports                      Balloon Reports  
Gazetteers (Belgium, Denmark, Aerodrome Maps  
Holland, France, Germany, Norway)  
Lists of Aerodromes, Airfields, Landing Grounds, and Seaplane  
Stations, Germany, S.W. France, Holland.  
Landmarks material (official folders and miscellaneous information)  
Operational Numbers of Bomb Targets in Germany  
Landmarks in German Towns, Maps and Photographs  
Aerodrome Activity Reports      Baedeker's Germany  
Bomber's Baedeker

### 6. MISSION FILE

Because of the constant reference to past missions, the mission folders have been given a separate drawer, the second in the left-hand filing cabinet (below the miscellaneous file drawer) and are filed by number of mission.

### ISSUING MATERIAL

When certain periodicals, general folios, letters, etc., are desired from the files, they are listed on an issue journal, mentioning the identity of the person to whom issued, and the date issued. In this way it is possible to determine the location of any information missing from the files.

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## HOW TO USE THE FILES

### 1. INTRODUCTORY

- a. Most of the references and other material and information required preparatory to Briefing is obtained from the Field Order and Annexes, the File Section, the Map Section and from the Wing (telephone Wing A-2). Occasions may require consulting the Aircraft Identification, PW and Security Officers for desired material and information.
- b. Practically all of the briefing material required from the File Section comes from the Master and Bulk Files. The General and Briefing Files are merely secondary and supplementary sources for briefing purposes. If time permits, however, they should be searched. Added material may make for more complete briefing. The Mission File is seldom a source of briefing information.

### 2. TO GET INFORMATION FROM:

- a. The Master File
  - (1) The name of the country and/or the city is necessary.
  - (2) If you have the operational or the "Air Ministry" number, consult "The Station List" and get (1), supra.
- b. The Bulk File
  - (1) The operational number is necessary.
  - (2) If you have the Air Ministry but not the operational number, consult "The Station List" and get (1), supra.
  - (3) If you have the country and/or the city, consult the Master File and get (1), supra.

### 3. MISCELLANEOUS INFORMATION

To get all other material and information, except the Mission Files and the Master Files, go to the Card Index or File Index Guide (blue canvas covered loose leaf note book). The Card Index is really all that is necessary. The File Index Guide is useful only for looking for administrative matters such as letters, directives, circulars, special orders, etc. It also instructs the filing clerks as to which slash folder number to assign to newly received material.

### 4. MISSION & BRIEFING FILES

To get information concerning past missions of the group or relating to subjects listed under the Briefing files go directly to the Mission or Briefing Files. Respective lists on the outside of the cabinet drawers are self explanatory. Mission file material is also entered on the target card under the name of the city or town as previously indicated on the Target Index card.

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## VII. P. W. OFFICER

It is the duty of the P. W. Officer to make sure that combat personnel are escape conscious; that is, they believe in their ability and recognize their duty to escape from enemy or enemy occupied territory and are at all times aware of the best known technique to accomplish said objective.

The purpose of this training is to preserve for further service highly skilled and expensively trained personnel, to protect them as individuals and to bolster the morale of combat teams operating over enemy territory.

In attaining the objectives of this training program the duties of the P. W. Officer are as follows:

1. To conduct a series of talks as outlined in the P. W. Manual. These talks are to be given to no more than 6 crews at one time and are to be continued until all combat personnel are thoroughly indoctrinated. Identical training is to be given to each new crew as it reports for duty with the group and all crews are to be given new information that may be obtained from time to time.
2. To be responsible for the safekeeping and distribution of all equipment that is issued to the Group to aid combat personnel in efforts to escape. This includes training material, pamphlets, books, compasses, escape kits, pouches, civilian pictures, and other equipment that may be issues for this purpose.
3. To make sure that combat personnel is properly equipped before departing for a mission with escape kits, pouches, and prescribed photographs.
4. To date all escape kits as of the date they are received and return them to the wing P. W. Officer six months from that date for replacement.
5. To collect pouches that are too badly damaged for further use and return them to the wing P. W. Officer for replacements.
6. To prepare a monthly report on training activities for Hq BTUSA on the prescribed form and forward same to: Office of Asst. Chief of Staff, A-2, Hq 4th Bombardment Wing, APO 634, Attn: Lt. Butterwick, P. W. Officer. (Four copies: Original and 3 copies to addressee, and copy to file).
7. To keep a monthly inventory of supplies on hand and prepare a report thereon on the prescribed form. Both reports are to be forwarded on the first day of each month to the address given in "5" above. (Same number of copies and same distribution as in "6" supra).
8. To forward any information obtained concerning combat personnel missing in action to: P.W.I.B. (P.W. Officer has address) and to call this office at regular intervals (at least once every two weeks) to obtain any information they may have concerning our crews that are missing in action. (No special form required).

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## VII. P. W. OFFICER (continued)

9. To report to the Group S-2 Chief Clerk at the end of each week concerning the training completed therein. Give date, length of time and number attending each lecture.
10. To keep up-to-date records of combat personnel by crews, and records of those that are missing in action. These records must show the amount of training received, and whether or not they have been supplied with issue equipment.
11. To cooperate with the Photographic Department in expeditiously procuring individual civilian photographs of all air crew members as soon as they report to the Group.
12. Report in writing to the Ground School Officer the attendance at lectures. This report is to be made daily when lectures are scheduled.
13. When relieved of duty as P.W. Officer, all equipment and material must be delivered to the officer relieving you and receipts obtained therefor. Copies of receipts are forwarded to the Wing P.W. Officer.

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MAPS AND MAP ROOM

**VIII. FUNCTION:**

The function of the Map Department is:

- (1) To maintain a complete stock of maps and charts.
- (2) To make these available to authorized personnel without delay.

**PHYSICAL SET-UP:**

Maps and charts are filed both in racks and in 4-drawer cabinets. In general, those to which frequent and immediate access is necessary are filed in the racks; those used infrequently are filed in cabinets. In both cases, they are filed according to scale.

A Map Index (prepared by Map Room personnel) in book form provides a ready reference for anyone searching for a particular map. If the name of, or the area covered by a map is unknown, this information can be gained from the R.A.F. Map Catalogue.

**REQUISITIONING OF MAPS:**

All maps and charts used by the Group are ordered on R.A.F. form 771 (Demand For Maps and Charts). This is attached and marked "A". Prepared in triplicate; one copy is retained for the map room files, the original and one copy is sent to:

assistant CHIEF OF STAFF, A-2  
HEADQUARTERS VIII BOMBER COMMAND  
ATTENTION: MAJOR GEORGE D. GARRETT, JR.

The copy forwarded to the addressee is returned with the maps and charts ordered thereon; this is signed by the receiving officer and returned by mail to the consignor. Supplies of Form 771 are ordered from:

air PUBLICATIONS AND FORMS STORE  
81 FULLAM ROAD, LONDON, S.W. 3

In cases of vital urgency, maps may be ordered directly by telephone.

**ISSUANCE OF MAPS:**

Every map taken from the map room is signed for by the individual to whom the map is given. The issuance of maps may be divided into two categories:

- (1) To individuals: In this situation, the EM on duty notes the necessary information on a receipt form provided for the purpose (attached and marked "B"), which is then signed by the person to whom the map is issued.
- (2) To the duty navigator in Raid Folders: Raid Folders for each A/C taking off on a mission are prepared before briefing. Into these go a PLOTTING CHART(s) of the area over which the mission is to be flown,

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a NIGHT TARGET MAP(s), an OPERATIONAL LOG SHEET(s), MAP(s) of the scale of 1:500,000, covering land on the route in and out, a PERSPECTIVE MAP(s) of the target, and whatever TARGET ILLUSTRATION(s) are decided upon by the lead bombardier. Two sets of the above material together with a 1:250,000 map of the target are assembled and placed in special plexiglass folders; one for the lead bombardier, and the other for the deputy lead bombardier. Before briefing (except Pre-Briefing of land and deputy lead Bombardiers and Navigators), all Folders are given to the Duty Navigator who signs Forms S-2 14 (Receipt for Raid Folders). This form is attached and marked "C". The Duty Navigator distributes one Folder to each Navigator at the Navigator's Briefing, obtaining individual signatures therefor on Form S-2 15. (Attached and marked "D").

## PERPETUAL INVENTORY:

An accurate record is kept of maps on hand. Inventory sheets list maps separately and contain columns "On Hand", "On Order" and "Danger Level". Entries on these sheets are made lightly and in pencil. At the end of each day, entries from form exhibits "B" and "C" supra, are transferred in total to the inventory sheets.

When a requisition for additional maps has been forwarded, the number ordered is entered in the "On Order" column, together with the data of ordering. In like manner, when the order has been filled, the number "On Order" is decreased and the number "On Hand" is correspondingly increased. A sample page of the perpetual inventory is attached and marked "E".

## MONTHLY INVENTORY:

At the end of each month, an actual inventory is made.

(1) SUMMARY: Report is for week ending Saturday 24th Nov and is due in Bombardment Division on Monday. See letter 4th Nov 44 signed by Capt. Butterwick, file 43/10. Reports filed 44/17.

(2) SUMMARY: See letter 4th Nov 44 signed by Capt. Butterwick, file 43/10. Reports filed in 44/17. Reports to be in 44/10 on 24th of each month.

(3) MONTHLY REPORT to reach 3rd Bomb Division not later than 24th day of March, June, September, and December. See letter 4th Nov 44 signed by Capt. Butterwick, file 43/10.

(4) Monthly Intelligence Summary. See letter 4th Nov 44 signed by Capt. Butterwick, file 43/10.

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**RESTRICTED****IX SECURITY OFFICER**

The Security Officer is responsible for all phases of security, including all activities pertaining thereto as listed in "Secret" documents, letters, etc. He will:

- a. Arrange for giving Security Lectures (two lectures for each man) immediately upon the assignment of individual to and arrival at this station. Notice of assignment and arrival shall be procured through Station S-1 and each Squadron.
- b. Arrange periodic (once every three weeks at least) Security Lectures and Military Courtesy Lectures for all individuals on this Station.
- c. Make periodic checks (once each week to ten days) on guarding of A/C on this station.
- d. Make periodic checks of unit censorship activities to assure compliance with directives applicable thereto.
- e. Read all instructions, letters, circulars, etc., pertaining to Security matters and take necessary steps to notify and/or instruct all Station personnel of the contents thereof and/or required action.
- f. In event of Sabotage, teletype message to Security Officer (Capt. John T. Butterwick 3rd Bombardment Division. Give thumbnail description of the case and name of person reporting.
- g. Establish friendly relationships with the Station Liaison Officer for the RAF, the local police (constable), the Provost Marshall, Defense Officer, Camouflage Officers, and periodically discuss with said individuals problems that may overlap the Security Field into their jurisdiction.
- h. Supervise and keep alive the system called for in TM 30-205 in all units on the Station, which is the source of information necessary for the preparation of the reports required by paragraph 1.

i. **REPORTS:**

- (1) **WEEKLY:** Report is for week ending Saturday 2400 hours and is due in 3rd Bombardment Division on Monday. See letter 4th Bomb Wing 31 Aug 1943, and Bomb Division 13 Nov 1943. Both signed by Capt. Butterwick, file 46/10. Reports filed 44/17.
- (2) **MONTHLY:** See letter 4th Bomb Wing 31 Aug 1943 signed by Capt. Butterwick file 46/10. Reports filed in 46/17. Reports to be in 3rd BD on 5th of each month.
- (3) **QUARTERLY CS Report** to reach 3rd Bomb Division not later than 25th day of March, June, September, and December. See letter 4th Bomb Wing 31 August 1943 signed by Capt. Butterwick, file 46/10.
- (4) **Quarterly Intelligence Summary.** See letter 4th Bomb Wing 31 August 1943 signed by Capt. Butterwick. file 46/10.

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# X. COMBAT CREW LIBRARY:

**RESTRICTED**

Comfortable library facilities are maintained for combat crew personnel only, as an aid in disseminating technical, strategic and other desirable information. Activities necessary to such maintenance are:

1. Sweep, dust, and arrange exhibits and reading material. (To be accomplished the first thing every morning).
2. Post situation map.
3. Pick up, catalogue in, and arrange in proper order daily papers (obtained from PX), and incoming periodicals, exhibits, etc. (obtained from mail, etc.) Magazines, publications, and displays are herein-after listed.
4. Construct and put up exhibits.
5. Aid combat crew men in finding material desired.
6. "Secret" and "confidential" material must be placed in the safe at night and placed in a designated exhibit location the first thing in the morning.
7. Each combat crew member must be checked into and out of the library so that nothing will be removed from it.
8. The library has three (3) PI kits and, as an aid in presenting information pictorially, posts:
  - a. Group raid strike photos.
  - b. Stereoptican coverage of group raid strike photos.
  - c. Mosaics display prepared from Group raid strike photos.
  - d. Targets are pin pointed and concentric circles of 500, 1,000, 2,000 and 3,000 yards are drawn on group strike photos with pin point as centers.

To facilitate maximum dissemination of Library information, the Library is kept open until 2200 hours under the supervision of a charge of quarters whose tour of duty is from 1700 hours to 0800 hours. In addition to performing the duties enumerated in paragraph numbered 5 and 7, supra, the C.Q. will keep the fires going (when necessary for warmth) until 2200 hours and will have said fires going at 0600 hours the following morning when he is relieved by a regular member of the library staff.

## MAGAZINES

TIME  
NEWSWEEK  
YANK  
AIR NEWS  
FLYING

AIR PROGRESS  
AIRCRAFT SPOTTER  
AIRCRAFT RECOGNITION  
AIR FORCE  
INFANTRY JOURNAL

## OFFICIAL PUBLICATIONS

TACTICAL AND TECHNICAL TRENDS  
INTELLIGENCE BULLETINS (MIS)  
AFGIB  
IMPACT  
EVIDENCE IN CAMERA  
WEEKLY INTELLIGENCE DIGEST

BULLDOZER  
CAMPAIGN STUDIES  
DIGEST OF RECENT MILITARY OPERATIONS.  
DIRECTORY OF FOREIGN AIRPORTS  
FIELD MANUALS  
INFORMATION BULLETINS (US FEET.

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## INFORMATIONAL INTELLIGENCE REPORTS

A/C INTELLIGENCE REPORTS  
AIR INFORMATION BULLETIN  
AIR MINISTRY WEEKLY INTELLIGENCE SUMMARY  
ARMAMENTS AND FIELDS OF FIRE  
POCKET GUIDES  
SPECIAL INFORMATIONAL INTELLIGENCE REPORTS  
WAR

## INFORMATION BULLETINS (BULLETIN WEST-ERN DEFENSE COMMAND)

INTERNATIONAL CODE OF SIGNALS  
NOTES ON THE GERMAN AIR FORCE  
ONI  
ROYAL AIR FORCE JOURNAL  
TEE EMM

## DISPLAYS

### ESCAPE KITS

100TH BOMB GROUP RAID STATISTICS  
PICTURES OF 100TH BOMB GROUP RAIDS  
A-2 DAILY INTELLIGENCE SUMMARY  
BOMBER COMMAND NARRATIVE OF OPERATIONS  
BOMBER COMMAND INTELLIGENCE REPORT  
BATTLE FRONT IN SICILY  
AIRCRAFT IDENTIFICATION  
ARMORED VEHICLES MODELS  
MISCELLANEOUS POSTERS AND BOOKS  
1:500,000, AIR MAP OF BRITISH ISLES AND NORTHERN EUROPE WITH TAPE SCALE.

## REPORTS ON ACHIEVEMENTS, ETC.

Information regarding all promotions, decorations and credit for the destruction of enemy aircraft is given to Wing 4-2. Such information is transferred to forms provided, and immediately sent to the Wing 4-2 by courier. If the decoration or promotion is of such distinction as to make it particularly noteworthy, the recipient should be photographed (see Group Photographic Officer) and his photograph (at least two prints) suitably captioned, sent with the story.

## VISITING CORRESPONDENTS, ETC.

Accredited correspondents of newspapers and news services are frequently sent to the Group by Wing and by Will Service Command. It is the responsibility of the Wing to see that they are fed, given transport and transportation, and aided in every way to obtain interviews and stories. They are not allowed in the interrogation area, but may be permitted by direct permission of Wing 4-2. The Pro, however, may line up correspondents by hearing an interesting story at an interrogation table, then asking the man to stop outside and talk to the correspondent.

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S.O.P. **RESTRICTED**  
PUBLIC RELATIONS OFFICER

**XI FUNCTION:** To act as liaison between this group and accredited representatives of the American and British press; to initiate news reports of the Group which will find their way to the home newspapers of personnel; to serve as a news reporter on the immediate results of bombing attacks, so that newspapers releases may be given the news services with approximate correctness shortly after the completion of the mission; because of close contact with combat crew members to serve as an informal and therefore more sensitive bridge between the combat crews and A-2.

**REPORTS ON RAIDS:**

Immediately on return of combat crews from missions the PRO circulates among the men, engaging them in ordinary conversation as to their experiences, listening carefully to their remarks. After talking with them, he is able easily to arrive at a rough estimate of the success of the mission, the activity of enemy aircraft, the intensity of flak and similar features of the mission. He obtains quotations from as many of the men as can be induced to make comments, being careful to note their rank, home address, position in ship, name of ship, civilian occupation. The latter facts are all on file in the PRO personnel file, and to avoid embarrassment of asking these questions of combat men, it is desirable to note their name merely, check their personnel history later.

When fifteen or twenty of these quotations have been obtained, call Fourth Wing, ask for Extension 73, (the Pro Office) and transmit brief lead and the quotes by telephone. This is known as a FLASH REPORT.

When queries have been completed and mission summed up, prepare brief lead, add all quotes which have been obtained, and transmit to Wing PRO by teletype. (Three copies: 2 to Teletype, 1 to file) Any feature stories, stories of heroism, funny incidents, coincidences or meritorious actions may be included in this general story, or sent in the form of a short feature, according to circumstances.

Make sure that every name used is completely complemented by rank, address, civilian occupation and next of kin if that information be available.

**REPORTS ON AWARDS, ETC.**

Information regarding all promotions, decorations and credit for the destruction of enemy aircraft is given the PRO by S-1. Such information is transferred to forms provided, and immediately sent to the Wing PRO by courier. If the decoration or promotion is of such distinctions as to make it particularly newsworthy, the recipient should be photographed (see Group Photographic Officer) and his photograph (at least two prints) suitably captioned, sent with the story.

**VISITING CORRESPONDENTS, ETC.**

Accredited correspondents of newspapers and news services are frequently sent to the Group by Wing and by VIII Bomber Command. It is the responsibility of the PRO to see that they are fed, given quarters and transportation, and aided in every way to obtain interviews and stories. They are not allowed in the interrogation Room excepting by direct permission of Wing A-2. The PRO, however, may line up interviews for them by hearing an interesting story at an interrogation table, then asking the crew member to step outside and talk to the correspondent.

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### SPECIAL DUTIES

As the work of the PRO is Directed particularly at morale, and activity by which can present the activities of the group to public notice come within his responsibility. It is felt that no factor adds more to the morale of crewmen than the knowledge that their home town papers are interested in them, and are printing stories regarding them. This applies just as strongly to ground forces, and the PRO should as far as possible collect stories and paragraphs concerning such personnel, sending them to Wing PRO with a notation as to the home newspaper of the man mentioned. These paragraphs are eagerly used by home papers and clippings sent to the subject of the story are frequently extremely valuable as morale boosters.

The Group PRO is usually designated as Group Historian. He keeps a daily diary of events and in addition receives each month a monthly diary from each Squadron, which he coordinates and condenses for future possible use in writing of Group or Wing Histories.

- b. The first report should be introductory, covering:
  1. Names of aircraft in recognition
  2. Type of information concerning A/C, obtained in interrogation
  3. Value of source
  4. Initial test covering priority planes
- c. The second and each subsequent report should cover only one aircraft as follows:
  1. History of the plane and activities
  2. Engines and power
  3. Armament and bomb loading
  4. Use of silhouette and model
  5. Telescope shots of the plane
  6. Questions

### REPORTS

While the foregoing mechanics are desirable for thoroughness and are recommended by the RAF Central School of Aircraft Recognition, 4th Wing directives require that four (4) hours of Aircraft Recognition be taught every week to Combat Crews and Ground Defense Personnel. This necessitates corresponding adjustment in the desirable program. Furthermore, 8th Bomber Command periodically publishes an A/C Recognition Test which must be given to the foregoing individuals; report on the results thereof, requiring minimum standards, additionally necessitate said adjustments.

Directives presently covering this program are: Memorandum No. 30-3, Headquarters, Eighth Air Force, 9 Jan 1943, and Letter from Headquarters, Eighth Air Force, 23 Jul 1943, to Commanding General, VIII Bomber Command on subject of A/C Recognition Tests.

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AIRCRAFT RECOGNITION

**XII FUNCTION**

To teach aircraft recognition to both air and ground crews, including both friendly and enemy aircraft, so that friendly A/c will not be fired upon and so that E/A will be recognized at a sufficient distance to permit adequate defensive action.

MECHANICS

To attain the foregoing objectives it is desirable to adhere as closely as possible to the following schedule:

- a. Classes should include no more than two (2) crews (20) men each and they should not last more than one-half hour.
- b. The first lecture should be Introductory, covering:
  1. Reasons for classes in recognition
  2. Use of information concerning E/A, obtained in Interrogation
  3. Outline of course
  4. Initial test covering priority planes
- c. The second and each subsequent lecture should cover only ONE aircraft as follows:
  1. History of the plane and activities
  2. Engines and power
  3. Armament and bomb loading
  4. Use of silhouette and model
  5. Epidiascope shots of the plane
  6. Questions

**REPORTS**

While the foregoing Mechanics are desirable for thoroughness and are recommended by the RAF Central School of Aircraft Recognition, 4th Wing directives require that four (4) hours of Aircraft Recognition be taught every week to Combat Crews and Ground Defense Personnel. This necessitates corresponding adjustment in the desirable program. Furthermore, 8th Bomber Command periodically publishes an A/C Recognition Test which must be given to the foregoing individuals; report on the results thereof, requiring minimum standards, additionally necessitate said adjustments.

Directives presently covering this program are: Memorandum No. 30-3, Headquarters, Eighth Air Force, 2 Jan 1943, and Letter from Headquarters, Eighth Air Force, 26 Jul 1943, to Commanding General, VIII Bomber Command on Subject of A/C Recognition Tests.

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REPORTS TO 3RD BOMB DIVISION  
INFO OF COMBOMCOMWIG THIRTEEN

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(Includes all revisions as directed by 3rd B.D. up to and including 26/10/43)

TELEPHONE (FLASH) REPORT (Form 102A - Revised Sept. 1943)

- A. Group
- B. Number of A/C despatched (Only A/C which depart English coast for enemy objective)
- C. Number of A/C which failed to bomb targets:
  - 1. Weather
  - 2. Mechanical
  - 3. Other
- D.
 

1. Name of Primary Target	Number of A/C attacking
2. Name of Secondary Target	Number of A/C attacking
3. Name of Last Resort Target	Number of A/C Attacking
4. Name of T.O.	Number of A/C attacking
- E. Number of A/C lost or missing as far as known
- F. Results of bombing:    Good    Fair    Poor    Nil
- G. Number of Casualties:    Killed    Wounded    Missing
- H. Enemy Air Opposition:    Strong    Mediocre    Weak    Nil
- I. Estimate of Enemy A/C Destroyed    Probably Destroyed    Damaged
- J. Description of Flak:    Intense    Moderate    Meagre    Nil
- K. Special Information of Flak:
- L. Flash Observations.
- M. Number of A/C receiving battle damage.
- N. Fighter Support

STATISTICAL TELETYPE

- a. Designation of unit.
- b. Number of A/C despatched (Only A/C which depart English coast for enemy objectives)
- c. Number of A/C attacking Primary target.
- d. Number of A/C attacking secondary target.
- e. Number of A/C attacking last resort target.
- f. Number of A/C attacking target of opportunity.
- g. Number of A/C which failed to bomb targets.
- h. Number of A/C lost to Flak.
- i. Number of A/C lost by e/a.
- j. Number of A/C lost by accident.
- k. Number of A/C lost by reasons unknown.
- l. Time of attack.
- m. Altitude of attack.
- n. Bombs on each target (Number, size and type)
  - n.1. - Bomb loadings: (Number ~~KILLING~~, size and type) - Only A/C despatched.
  - n.2 - Bombs unaccounted for: (Number, size and type)
- o. Number of A/C jettisoning bombs. (Number, size and type)
- p. Number of A/C bringing bombs back: (Number, size and type)
- q. Personnel casualties (Number killed, number seriously wounded, number slightly wounded, number missing).
- r. Number of e/a destroyed:    Probably destroyed:    damaged. (See N.B.)

NOTE: If any part of report can't be submitted at proper time, reasons will be given and information furnished by teletype when it becomes available.

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GROUP INTELLIGENCE NARRATIVE REPORT

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MISSION- - - - -DATE

S-1 GENERAL DESCRIPTION OF FIGHTER OPPOSITION FOR EACH OF THE PRINCIPLE PHASES OF ENEMY ATTACK. THIS SECTION SHOULD COVER ALL AVAILABLE INFORMATION ON FIGHTER OPPOSITION INCLUDING:

- (1) PLACE
- (2) TIME AND DURATION.
- (3) NUMBER AND TYPE OF E/A SEEN.
- (4) APPROXIMATE NUMBER AND TYPE OF E/A ENCOUNTERED.
- (5) DESCRIPTION OF ATTACKS, INTENSITY, CLOCK POSITION, HIGH, LEVEL, OR LOW, SINGLY, IN PAIRS OR IN NUMBERS AND IMPRESSION OF EXPERIENCE OF PILOTS ENCOUNTERED.
- (6) ANY UNUSUAL ARMAMENT OR TACTICS INCLUDING AIR-TO-AIR BOMBING.
- (7) ANY COMMENTS TO COMPLETE THE TACTICAL PICTURE OR SUPPLEMENT THE ABOVE INFORMATION ON ENEMY OPPOSITION.

S-2 GENERAL DESCRIPTION OF AA FIRE ENCOUNTERED GIVING WHERE ENCOUNTERED, INTENSITY AND ACCURACY. INCLUDE IN THIS SECTION:- LOCATION, ALTITUDE, TYPE IF BELOW 14,000 FEET, HOW MUCH, ACCURACY, GENERAL EFFECT ON A/C FIRE CONTROL THOUGHT TO HAVE BEEN EMPLOYED, ANYTHING UNUSUAL.

S-3 UPON PREPARATION OF THIS PARAGRAPH, THE GROUP SHOULD STATE THE NUMBER OF A/C MISSING AND THEN GIVING THE FOLLOWING INFORMATION PERTAINING TO THESE A/C IF AVAILABLE.

GROUP AND PLANE NUMBER  
CONDITION OF A/C  
EXACT PLACE OR APPROXIMATE POSITION  
APPROXIMATE TIME  
NUMBER OF PARACHUTES SEEN  
ANY UNUSUAL OCCURRENCES OF INTEREST

IN THE EVENT THAT NO INFORMATION IS AVAILABLE ON AN A/C THAT IS MISSING, IT IS DESIRED THAT THIS BE STATED AND IF POSSIBLE AN ~~KNOW~~ ATTEMPT SHOULD BE MADE TO EVALUATE THE APPROXIMATE TIME THE A/C WAS LAST SEEN IN FORMATION. THIS WILL BE FOLLOWED BY ANOTHER SUB-PARAGRAPH GIVING OBSERVATIONS REPORTED ON OTHER A/C OF THE COMMAND

FORMATION OR FRIENDLY FIGHTERS SEEN IN DISTRESS. PARAGRAPH TO BE HEADED "OTHER A/C" TO CONTAIN SAME INFORMATION IF AVAILABLE.

S-4 INFORMATION OF A/C IN YOUR GROUP THAT CRASHED IN THE BRITISH ISLES OR SERIOUSLY DAMAGED.

IF ANY AIRCRAFT IN YOUR GROUP HAS CRASH LANDED IN THE BRITISH ISLES, YOU SHOULD HAVE INFORMATION CONCERNING SAME BY THE TIME THE TELETYPE REPORT COMES IN. INFORMATION AS TO WHERE IT CRASHED, WHAT HAPPENED TO THE CREW AND HOW SERIOUSLY DAMAGED THE PLANE WAS, SHOULD BE INCLUDED IN THIS SECTION.

S-5 NUMBER OF A/C SUSTAINING CATEGORY "A" AND NUMBER SUSTAINING CATEGORY 'AC', 'B', OR 'E' BATTLE DAMAGE.

YOUR ANSWER TO THIS QUESTION IS "NOT AVAILABLE".

S-6 ELABORATION ON OBSERVATIONS OF INTEREST.

ANYTHING PREVIOUSLY REPORTED AS "HOT NEWS" WHICH NEEDS ELABORATION

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SHOULD BE INCLUDED IN THIS SECTION, OTHER THINGS TO BE INCLUDED ARE:- NEW CONSTRUCTION, CAMOUFLAGE, TROOP CONCENTRATIONS, BALLOONS, DUMMIES, SMOKE SCREENS, ENEMY SIGNALS, ACTIVITY AT AERODROMES, PORTS, WATERWAYS, ROADS AND RAILWAY YARDS, CONCENTRATION OF TROOPS AND VESSELS AND LAND MARKS.

S-7 GENERAL RESULTS OF THE BOMBING ATTACK, AN ELABORATION OF THAT PREVIOUSLY GIVEN IN FLASH REPORT.

GIVE IMPRESSION OF CREWS, NOT DIRECT QUOTES FROM ANY PERSON, BUT USE CREW LANGUAGE IF YOU LIKE, SUCH AS "RIGHT ON THE NOSE", ETC. GIVE OBSERVATIONS LIKE HEIGHT AND COLOR OF SMOKE AND NUMBER OF MILES IT WAS VISIBLE, ALSO PATTERN OF BOMBING. IF PHOTOS OR NEGATIVES CAN BE STUDIED, DO SO AND REPORT IT IN THE PARAGRAPH.

S-8 CREWS' COMMENTS AND SUGGESTIONS IF OF VALUE.

CREWS' COMMENTS SUCH AS ON FIGHTER COVER, FORMATION, EQUIPMENT, AS WELL AS SUGGESTIONS IF OF VALUE.

S-9 A BRIEF DESCRIPTIVE SUMMARY OF THE MISSION.

SHOULD CONTAIN THE FOLLOWING SUB-PARAGRAPHS.

- (1) GROUP TAKE-OFF AND LANDING TIME.
- (2) WHETHER OR NOT GROUP FOLLOWED BRIEFED COURSE, IF NOT WHAT WERE THE DEVIATIONS.
- (3) POSITION OF GROUP IN COMBAT WING FORMATION AND POSITION OF COMBAT WING IN DIVISION FORMATION, WHETHER THIS WAS FLOWN ACCORDING TO FLIGHT PLAN OR ANY DEVIATIONS WERE MADE.
- (4) APPROXIMATE MAGNETIC HEADING OF GROUP ON BOMB RUN AND ANY UNUSUAL OCCURRENCES SUCH AS MAKING TWO RUNS ON TARGET OR BEING CROWDED OUT.

### B. FINAL TABULATION:

THIS SHOULD BE AN ACCURATE ITEMIZED ACCOUNT OF THE RESULTS OF ALL A/C OF THE GROUP THAT HAVE PARTICIPATED IN THE MISSION. THE FOLLOWING OUTLINE SHOULD BE FOLLOWED IN GIVING INFORMATION DESIRED.

1. NO. A/C DESPATCHED (THOSE A/C WHICH HAVE DEPARTED FROM ENGLISH COAST.)

- A. NO. A/C FAILING TO BOMB (THIS WILL PERTAIN TO ALL A/C WHICH WERE DESPATCHED AND FAILED TO BOMB, TO INCLUDE,  
A/C RETURNING BEFORE REACHING TARGET  
A/C GOING OVER TARGET BUT FAILING TO BOMB.  
A/C MISSING BEFORE TARGET.

GIVING A/C NUMBER, REASON, APPROXIMATE POSITION AND DISPOSAL OF BOMBS.

B. NO. A/C BOMBING TARGETS (NAMING THE TARGETS AND EXACT NUMBER ON EACH.

C. NO. A/C MISSING (AS COVERED IN S-3)

D. NO. A/C CRASHING (AS COVERED IN S-4)

E. NO. A/C RETURNING TO BASE

F. NO. A/C LANDING AWAY (GIVING A/C NUMBER, THE FIELD AT WHICH THE A/C HAS LANDED AND ANY INFORMATION THAT IS AVAILABLE.

2. NO. OF A/C AIRBORNE (TOTAL NUMBER OF A/C THAT HAVE TAKEN OFF FROM BASE).

A. NO. A/C RETURNING (NUMBER OF A/C AIRBORNE THAT RETURNED BEFORE ENGLISH COAST GIVING A/C NUMBER AND REASON.)

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